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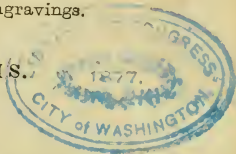
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# NEW YORK CITY GUIDE.

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## DESCRIPTION OF THE CITY OF NEW YORK.

NEW YORK CITY, renowned for its wealth, population, and commercial importance, is situated at the southern extremity of an island, at the confluence of the Hudson and East rivers. The latter being merely a strait connecting Long Island Sound with the Bay of New York.

Reckoning from the City Hall, its latitude is  $40^{\circ} 42' 43''$  N., and longitude  $74^{\circ} 00' 41''$  W. from Greenwich; or  $3^{\circ} 1' 13''$  E. from the city of Washington. It lies 145 miles s. from Albany, (the capital of the state;) 398 miles s. from Montreal; 224 miles s. w. from Boston; 87 miles N. E. from Philadelphia; 184 miles N. E. from Baltimore; 224 miles N. E. from Washington; 784 miles N. E. from Charleston, S. C.; and 1,663 miles N. E. from New Orleans.

New York derives unrivalled advantages from its position, being on one of the best harbors in the world, and has facilities for inland communication unsurpassed, perhaps, by those of any other city upon the globe.

The completion of the Erie Canal in 1825 gave a

vast impetus to the trade and prospects of the city generally, as through that avenue of communication, assisted by the great lakes, the rich products of the West find an easy transit to the commercial emporium, which by the same channel returns, in exchange, the varied manufactures and luxuries not only of this section, but of Europe.

The completion of the New York and Erie Railroad will also open to this city another avenue of immense wealth, in shortening the distance, and giving new facilities for ready communication with the great West. Each of the principal cities of the seaboard, aware of the vast benefits to be derived from a participation in this trade, is stretching its *iron arms* with all available means, to secure for itself at least a share of its benefits. For an example of this, we have but to direct our attention to an enterprising sister city, with a population not more than a third of our own, but possessed of indomitable energy and ability to carry out her designs. That great work, the Erie Canal, which cost the people of this state millions of dollars, she has tapped at our very capital, and drawn off a large share of the trade that would otherwise have reached New York.

It is not too late, however, to profit by the past: the people of this city are now awake to their real interests, and are pushing forward with determination several important works. The New York and New Haven Railroad, recently opened, unites it with the entire and vast network of New England railways. The Hudson River and Harlem railroads, which are to connect the metropolis with the state capital, will, at the latter, not only unite with the Erie Canal, and a



chain of railroads, but will form a connection with the road lately completed to Lake Champlain, the great thoroughfare to Canada. Branch roads will be extended from the main line of the New York and Erie Railroad, tapping the immense coal mines of Pennsylvania, which will prove another source of wealth to the metropolis, and effect a saving of expense in that important necessary—fuel.

The completion of the Somerville and Easton Railroad, which extends from near this place in a direct line across the state of New Jersey, intersecting the improvements of Pennsylvania, will prove a powerful means of enriching this city at the expense of Philadelphia, in the same manner that our advantages have been so useful to our eastern neighbors.

Besides the works of internal improvement we have briefly narrated, there are now established several lines of steamships, in addition to the numerous packets and other vessels connecting this port with the principal ports of Europe, the West Indies, and our own ports, including our recently acquired, yet remote possessions on the Pacific. Such then are the advantages with which enterprise and capital second our position. Nothing human can prevent New York increasing both in numbers and in wealth; and she will continue to sustain her position as the first city of the New World.

The population at different periods has been as follows: in 1656 it was 1000; in 1697, 4,302; 1731, 8,622; 1750, 10,000; 1774, 22,750; 1800, 60,489; 1810, 96,373; 1820, 123,706; 1830, 202,957; 1835, 270,089; 1840, 312,710; 1845, 371,232.

New York is among the commercial cities of the world one of the most important, being surpassed only by London in the extent of its maritime trade. At its wharves may be seen vessels from all parts of the world, freighted with the rich products of domestic or foreign industry—a number, at times, almost to exceed belief: eighteen hundred vessels, of all sizes, have been counted lying at its wharves in the East and North rivers. This city, which is justly considered the commercial emporium of the United States, pays more revenue to the general government than that of all the others.

The compact portion of the city is built on the south end of the island, extending from the Battery about four miles, and enclosing a circumference of closely-packed buildings equal to about ten square miles. The island is  $13\frac{1}{2}$  miles long from n. to s., varying from half a mile to somewhat more than two miles in width—the greatest width being at 88th street, where it is over two miles wide. It is bounded on the e. by the East and Harlem rivers, the former separating it from Long Island; on the w. by Hudson river, which separates it from New Jersey; and on the n. by Harlem river, a part of which, between Kingsbridge and the Hudson, received from the Dutch the name of Spuyten Duyvel Creek.

Constant communication between the city and its rapidly increasing and picturesque suburbs, is kept up by means of steam ferry-boats, the Harlem Railroad, omnibuses, &c.; the fares being extremely moderate, with accommodations not excelled by similar conveyances of any other city.

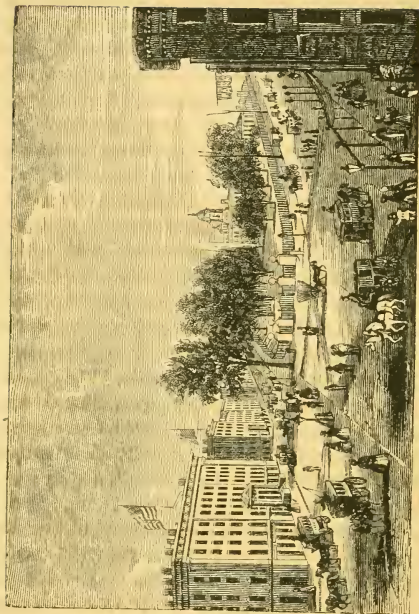
The *bay* and *harbor* of New York may be classed among the most convenient and beautiful in the world ; the banks are bold, and the bay interspersed with some handsome islands. The city and surrounding land, when viewed from the bay in approaching the city, present a scene truly charming and picturesque, and excite general admiration. The harbor extends eight miles s. of the city to the "Narrows," and is about 25 miles in circumference, being sufficiently capacious to contain the united navies of the world. The outer harbor, or bay, extends from the Narrows to Sandy Hook, where is a lighthouse, at the distance of 18 miles from the city. The water is of sufficient depth to float the heaviest vessels, and ships of war of the largest size have anchored opposite the city. On the bar at Sandy Hook there is a depth of water at high tide of 27 feet, and at low water of 21 feet ; from thence to the city the channel has a depth of from 40 to 50 feet.

In the harbor adjoining the city are Governor's, Bedlow's, and Ellis's Islands, on all of which are strong fortifications. The first, which is the most important of the three, includes 70 acres of ground, and is situated 3,200 feet from the Battery. It has Fort Columbus in the centre, and on its n. e. point Castle William, a round tower 600 feet in circumference and 60 feet high, with three tiers of guns. There is also a battery on the n. w. side, commanding the entrance through Buttermilk Channel, a strait which separates it from Brooklyn, L. I. Besides these fortifications, the harbor of New York is well defended by similar works on Bedlow's and Ellis's Islands ; at the Narrows, on the Long Island shore, by Fort Hamilton and Fort La-

fayette, (formerly called Fort Diamond,) which is built on a reef of rocks, about two hundred yards from the shore ; and on Staten Island, opposite, by forts Tompkins and Richmond. The Narrows here is about one-third of a mile wide. The entrance from the Sound on the East River is defended by Fort Schuyler, on Throg's Neck. In the East River are Blackwell's Island, Great Barn Island, and Randell's Island, all of which are attached to the city, and upon the former is located the penitentiary.

The first settlement of New York was made at the southern extremity of the city ; hence many of the streets in that section are narrow and crooked, no regular order having been observed in laying them out. In later times many of them have been widened and improved, at a great expense. The streets in the northern part of the city are laid out straightly, and some of them are of considerable width. Many of the most splendid mansions and places of religious worship of which the city can boast, are to be seen in this quarter. The most elegant and fashionable street is Broadway, which traverses the city in a straight line from n. to s., being  $2\frac{1}{2}$  miles long and 80 feet broad. It is occupied by many splendid stores, elegant houses, and public buildings, and few streets in the world equal it in the splendor and bustle it exhibits. It is also the great promenade of the city, being much resorted to in pleasant weather by the gay and fashionable.





The Park, &c., taken from a window in the Museum.

**PUBLIC WALKS, SQUARES, &c.**

The **BATTERY**, which contains about 11 acres, is situated at the extreme s. end of the city, at the commencement of Broadway, and is planted with trees and laid out in gravelled walks. From this place is a delightful view of the harbor and its islands, of the numerous vessels arriving and departing, of the adjacent shores of New Jersey, and of Staten and Long islands.

**CASTLE GARDEN**, connected with the Battery by means of a bridge, is used for public meetings and exhibitions, and is capable of containing within its walls 10,000 persons. Since the destruction of Niblo's Garden by fire (Sept. 1846) the fairs of the American Institute, which were formerly held there, have been removed to this capacious place.

The **BOWLING GREEN**, situated near the Battery, and at the commencement of Broadway, is of an oval form, and surrounded by an iron railing. Within its enclosure is a fountain, the water from which, falling upon a rude pile of rocks, about 15 feet in height, forms a pretty artificial cascade.

The **PARK** is a triangular enclosure situated about the centre of the city, and has an area of 11 acres: it contains the City Hall and other public buildings. It is embellished in its south part with a superb fountain, the basin of which is 100 feet in diameter. In the centre of the basin is a piece of work in the shape of an Egyptian lily. Through convex iron plates, with numerous perforations, placed around the base of this

work, the water is projected into the air, and falls in the form of a heavy mist, around a column that rises to a considerable height, through the midst of the green leaves of the lotus. When the sun is shining full upon the fountain the effect is extremely pleasing, from the number of miniature rainbows then observable. The basin is encircled by a neat coping of white marble. Sixteen feet beyond the coping the whole is again surrounded by a pretty and substantial railing of iron—the intermediate space being decorated with various kinds of handsome shrubbery.

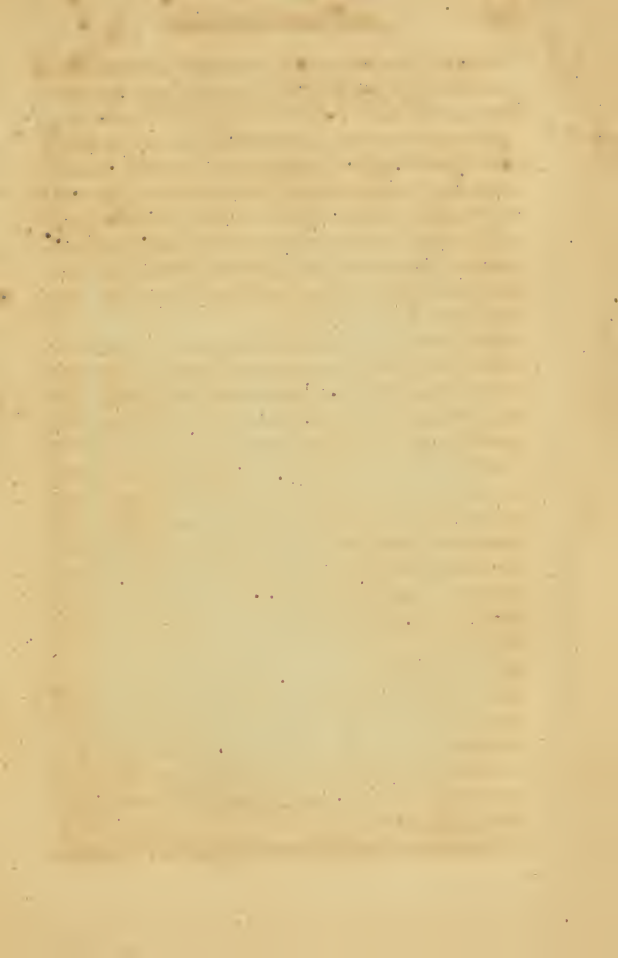
ST. JOHN'S PARK, in Hudson-square, is beautifully laid out in walks, with shade trees, and is kept in excellent order. Subscribers only are allowed the privilege of visiting this enclosure. The iron railing which surrounds it cost about \$26,000.

WASHINGTON SQUARE, or PARADE GROUND, is in the N. part of the city, and contains about 12 acres. It is now a beautiful place of resort, and has of late undergone great improvement. An elegant iron fence is to supersede the antiquated wooden one which has surrounded it for many years past, the Common Council having recently appropriated \$25,000 for that purpose. For years this spot, now devoted to pleasure, was the Potter's Field, the general receptacle of the indigent and strangers, after the shackles of life had been thrown off.

UNION SQUARE is situated at the termination of Broadway. It is of an oval form, enclosed with an iron railing, and its centre ornamented with a handsome fountain.

GRAMERCY PARK, near Union Square, and TOMPKINS







Trinity Church, from Wall street.

SQUARE, in the N. E. part of the city, are handsomely laid out in walks, and planted with shade trees and shrubbery. They are both surrounded with a neat railing. STUYVESANT SQUARE is on the 2d Avenue, between 15th and 17th streets. There are other squares further up—MADISON, HAMILTON, &c., which are extensive, but at present unimproved. In the latter square, which is about six miles from the City Hall, it is proposed to erect the Washington Monument.

### CHURCHES.

By an enumeration recently made, it appears that there are in New York city about 222 churches, including all denominations, many of which are neat and commodious, while some are of a magnificent and costly nature. Among the latter must be mentioned the new TRINITY CHURCH, which for beauty of architecture, being the best specimen of pure Gothic, stands unrivalled among its kind in the country. It is built throughout of a fine reddish sandstone, prepared in the best manner, is without galleries, and capable of seating with comfort 800 persons. It is 189 feet long, 84 wide, and 64 high; the height of the tower, including the spire, is 264 feet. The entire cost is stated at about \$400,000. The tower contains a chime of bells and a clock. In the graveyard adjoining the church may be seen the monuments of Hamilton, Lawrence, and others, who occupy an enviable distinction in the history of the country. Trinity Church is the oldest and richest Episcopal society in America; she annually devotes a

large portion of her vast income to the erection and support of churches throughout the state. Her corporation, or vestry, whose business it is to conduct the affairs of the church, is composed of men of high standing in society, and who are usually characterized as being just and liberal in their official capacity.

The following is a brief history of the origin of this church. The first religious services of this society (at that time known as the "Church of England in America") were held in a small chapel which stood near the Battery. The rapid increase of the congregation made it necessary to erect a larger and more commodious edifice, which was done in 1696, during the reign of William III. and Mary. It was first opened for divine service in February, 1697, by the Rev. Mr. Vesey, Rector of New York. In 1735 it was found necessary to make an addition at its e. end, and two years afterwards it was again enlarged on the n. and s. sides. This building was 146 feet long and 72 wide, with an ornamented steeple 180 feet high. During the awful conflagration of the city in Sept., 1776, this spacious edifice was entirely destroyed, and remained a heap of ruins during the Revolutionary war. "From the size and height of this noble structure, from the simple style of its architecture, from the lofty trees which embosomed it, and the graves and monuments of the dead which surrounded it on every side, it presented to the spectator a striking object of contemplation, and impressed him with ideas connected with reverence." At the close of the war it was again rebuilt, and consecrated in 1790 by Bishop Provost. This edifice was not as spacious as the one destroyed, it being only 104

feet long and 72 feet wide, with a steeple about 200 feet high. In 1839 this building was taken down, and the present magnificent edifice erected in its place.

*Trinity Tower.*—Visitors have access to the tower of Trinity Church, it being open to the public, except when the building is occupied for religious purposes.\* This tower affords one of the most splendid panoramic views to be seen on this continent. Ascending the stairway we reach a landing, on a level with the ceiling of the church, from which there is a complete view of the elegant interior. Ascending another flight, we reach the belfry, where the bells forming the chime are deposited, which so frequently ring out their sweetly solemn peal. Here, on the outside, surrounded by a strong railing, is a balcony, affording a view of the city. On ascending still higher, one of the most superb views greets the beholder. The city, full of life and animation, lies, as it were, at his feet, while far and wide, in every direction, the country, the rivers, the islands—cities and villages—are spread out before him, arrayed in all the attractions with which nature and art have invested them.

ST. PAUL'S CHURCH, in Broadway, between Vesey and Fulton streets, was among the first Episcopal churches erected in the city. Its exterior has rather a venerable look, although its interior has recently been somewhat modernized. The spire is 234 feet high. In the front part of the church is a slab of white marble, upon which is an inscription in remembrance of Gen. Montgomery, who fell at Quebec in 1775, and whose

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\* A fee is expected from visitors by the person in attendance.

remains were brought to New York and interred beneath this monument in 1820. In the churchyard adjoining is an elegant monument, erected to the memory of Thomas Addis Emmet, an eminent counsellor at law, and brother of the unfortunate Irish orator, Robert Emmet. The plinth of the monument is one entire block, seven feet square and 12 inches thick. The Egyptian obelisk standing on this base is also in a single piece, and is about 32 feet high. The face towards Broadway is embellished with the American eagle sheltering a harp unstrung, with a medallion likeness of Emmet, and two clasped hands, having stars around one wrist and shamrocks around the other, with an English inscription. On the north side is a Latin, and on the south is an Irish inscription.

There are other churches in the city deserving of a separate description, but the limits of the present work will not allow of it.

The following is the number of churches of each denomination in the city of New York :

*Protestant Episcopal* 41, *Presbyterian* 33, *Methodist Episcopal* 31, *Baptist* 26, *Dutch Reformed* 15, *Reformed Presbyterian* 13, *Roman Catholic* 13, *Jewish* 9, *Congregational* 7, *Friends* 4, *Unitarian* 3, *Lutheran* 5, *Associate Presbyterian* 3, *Universalist* 4, *Associate Reformed Presbyterian* 2, *Welsh* 2, *Methodist Protestant* 1, *Miscellaneous* 12.

The principal churches of each denomination are located as follows :

#### EPISCOPAL.

*Trinity Church*, Broadway, opposite Wall-st.

- Grace Church*, Broadway, near Tenth-st.  
*St. Paul's*, Broadway, between Fulton and Vesey sts.  
*St. John's*, Varick-st., E. side of St. John's Park.  
*St. George's Chapel*, cor. of Beekman and Cliff sts.  
*St. George's Church*, (Dr. Tyng, pastor,) East 16th-st., opposite Stuyvesant Square.  
*St. Thomas's*, Broadway, cor. of Houston-st.  
*St. Mark's*, Stuyvesant-st., E. of the Bowery.  
*St. Stephen's*, Chrystie, cor. of Broome.  
*St. Luke's*, Hudson-st., above Barrow-st.  
*St. Clement's*, Amity-st.  
*Calvary Church*, Fourth Avenue, near 21st-st.  
*Ascension Church*, Fifth Avenue.  
*Du St. Esprit*, (French Church,) Franklin-st.  
*Church of the Holy Communion*, corner 21st-st. and Sixth Avenue.

## PRESBYTERIAN.

- Allen Street Church*, Allen-st.  
*Bleecker Street Church*, Bleecker-st.  
*Brainerd Church*, Rivington-st.  
*Brick Church*, Beekman-st.  
*Carmine Street Church*, Carmine-st.  
*Central Church*, Broome-st.  
*Duane Street Church*, Duane-st.  
*Fifteenth Street Church*, Fifteenth-st.  
*Hammond Street Church*, Hammond-st.  
*Madison Street Church*, Madison-st.  
*Mercer Street Church*, Mercer-st.  
*Rutgers Street Church*, Rutgers-st.  
*Seventh Church*, Broome-st.  
*Spring Street Church*, Spring-st.

*Sixth Street Church, Sixth-st.*

*University Place Church, University Place.*

METHODIST.

*Allen Street Church, Allen-st.*

*Bedford Street Church, Bedford-st.*

*Duane Street Church, Duane-st.*

*Eighteenth Street Church, Eighteenth-st.*

*First Protestant Methodist, Attorney-st.*

*Forsyth Street Church, Forsyth-st.*

*Greene Street Church, Greene-st.*

*John Street Church, John-st.*

*Madison Street Church, Madison-st.*

*Mulberry Street Church, Mulberry-st.*

*Mariner's Church, Roosevelt-st.*

*Seamen's Bethel, Cherry-st.*

*Sullivan Street Church, Sullivan-st.*

*Twenty Seventh Street Church, 27th-st.*

*Wesleyan Methodist, King-st.*

*Willet Street Church, Willet-st.*

BAPTIST.

*Amity Street Church, Amity-st.*

*Bethesda Church, Crosby-st.*

*Cannon Street Church, Cannon-st.*

*Church of the Disciples, Greene-st.*

*Eleventh Street Church, Eleventh-st.*

*Fourth Street Church, Fourth-st.*

*Laight Street Church, Laight-st.*

*Norfolk Street Church, Norfolk-st.*

*North Church, Christopher-st.*

*Oliver Street Church, Oliver-st.*



*Salem Church*, King-st.  
*South Church*, Nassau-st.  
*Stanton Street Church*, Stanton-st.  
*Tabernacle Church*, Mulberry-st.

## DUTCH REFORMED.

*Broome Street Church*, Broome-st.  
*Collegiate Church*, Lafayette Place.  
*Greene Street Church*, Greene-st.  
*Greenwich Church*, Bleecker-st.  
*Market Street Church*, Market-st.  
*North Church*, William-st.  
*Ninth Street Church*, Ninth-st.  
*Stanton Street Church*, Stanton-st.  
*Twenty First Street Church*, 21st-st.

## REFORMED PRESBYTERIAN.

*Reformed Church*, Prince-st.  
*First Church*, Sullivan-st.  
*Second Church*, Waverly Place.

## ROMAN CATHOLIC.

*St. Andrew's*, Duane-st.  
*Church of the Redeemer*, Second-st.  
*St. James'*, James-st.  
*St. John the Evangelist*, Fifth Avenue.  
*St. Joseph's*, Sixth Avenue.  
*St. Mary's*, Grand-st.  
*St. Nicholas'*, Second-st.  
*St. Patrick's Cathedral*, Mott-st.  
*St. Peter's*, Barclay-st.

## JEWISH SYNAGOGUES.

*Anshi Chesed*, Henry-st.

*Beth Israel*, Leonard-st.

*The Franklin Association*, Franklin-st.

*Inmanuel*, Grand-st.

*Shaary Tsadeck*, White-st.

*Rodof Sholom*, Attorney-st.

## CONGREGATIONAL.

*First Free Church*, Chrystie-st.

*Tabernacle*, Broadway.

*Second Free Church*, Sullivan-st.

## FRIENDS.

*First Church*, Hester-st.

*Second Church*, Rose-st.

*Third Church*, Downing-st.

*Fourth Church*, Orchard-st.

## UNITARIAN.

*First Unitarian Church*, Broadway, between Spring and Prince sts. Rev. H. W. Bellows pastor.

*Church of the Messiah*, Broadway, near Washington Place. Rev. Orville Dewey pastor.

## LUTHERAN.

*St. Matthew's Church*, Walker-st.

*St. James' Church*, Mulberry-st.

*German Reformed Lutheran Church*, Forsyth-st.

*Evangelical Lutheran Church*, Sixth Avenue.

*Old Lutheran Church*, Columbia-st.

## ASSOCIATE PRESBYTERIAN.

*First Church*, Grand-st. corner of Mercer.

*Second Church*, Houston-st.

*Third Church*, Charles-st.

## UNIVERSALIST.

*Second Church*, Orchard-st.

*Third Church*, Bleecker-st.

*Fourth Church*, Murray-st.

## ASSOCIATE REFORMED PRESBYTERIAN.

*Fourth Church*, Franklin-st.

*Fifth Church*, Jane-st.

## SWEDENBORGIANS.

*First Church* meet in the Society Library building,  
Broadway, cor. of Leonard-st.

*Second Church*, University Chapel.

## PUBLIC BUILDINGS.

THE CITY HALL, a building of the Corinthian and Ionic orders, displaying a fine combination of taste and elegance, is 216 feet long, 105 wide, and, including the attic story, 65 high. The front and the ends are of white marble—the rear, of Nyack freestone. The first stone of this edifice was laid in 1803, and its construction occupied, with little intermission, a period of 10 years. It covers 22,896 square feet of ground, and is two stories high above the basement, with an attic story in the centre of the building; from the middle of

which rises a cupola, containing a clock, and on the top a statue of Justice. The upper part of this cupola is occupied by a person, whose business it is to give alarm in cases of fire; from the elevated position of which he is able to overlook the whole city. The "City Hall Bell," whose deep and solemn tones but too frequently sound the knell of destruction, and which, by the successive number of strokes, indicates the district of the city in which a fire occurs, is under a less elevated cupola, directly behind the former. In this building are 28 offices, and other public rooms, the principal of which is the Governor's room, a splendid apartment appropriated to the use of that functionary on his visiting the city, and occasionally to that of other distinguished individuals. The walls of this room are embellished with a fine collection of portraits of men celebrated in the civil, military, or naval history of the country. It is 52 feet long by 20 feet wide. In the Common Council room is the identical chair occupied by Washington when President of the first American Congress, which assembled in this city. This room also contains some fine full-length portraits, by Trumbull, among which is one of Washington, when in the prime of life, which is thought to be the best in existence. The *Superior Court room* is also in this building. Visitors have free access to the rooms and paintings in the City Hall, by making application to the keeper, whose business it is to attend upon strangers.

In the Park, a little to the E. of the City Hall, is the HALL OF RECORDS, a building two stories high, with a portico at each end, supported by Ionic pillars; and immediately in the rear is the *New City Hall*, formerly

the Almshouse, which has recently been fitted up for the use of officers connected with the city government, and for the accommodation of some of the courts. The Court of *Oyer and Terminer* and the *Marine Court* are now held in this building.

The MERCHANTS' EXCHANGE, in Wall-st., is built in the most durable manner of Quincy granite, and is fire-proof, no wood having been used in its construction, except for the doors and window-frames. It is erected on the site occupied by the Exchange building destroyed by the great fire of 1835. The present one, however, covers the entire block, and is 200 feet long by 171 to 144 wide, 77 feet high to the top of the cornice, and 124 to the top of the dome. The front on Wall-st. has a recessed portico of 18 massive Grecian-Ionic columns, 38 feet high and four feet four inches in diameter, each formed from a solid block of stone, and weighing upwards of 40 tons. The large room, the Exchange, in the centre of the building, is in the form of a circle, 80 feet in diameter, with four recesses, making the length and breadth each 100 feet, the whole 80 feet high, with a dome rising from the centre, resting in part on eight Corinthian columns of Italian marble 41 feet high, and lighted by a skylight 25 feet in diameter. The *Board of Brokers* and the *Chamber of Commerce* hold their meetings here. The building contains a number of other rooms, which are rented for various purposes. The whole cost, including the ground, was about \$1,800,000. Visitors have free access to the building.

The CUSTOM-HOUSE is situated on the corner of Wall and Nassau sts., and occupies the site of the old Fede-

ral Hall, in the open gallery of which General Washington was inaugurated as first president of the United States. It is built of white marble, in the Doric order, similar to the model of the Parthenon at Athens, and is 200 feet long, 90 wide, and 80 high. The great hall for the transaction of business is a circular room 60 feet in diameter, surmounted by a dome, supported by 16 Corinthian columns, 30 feet high, and having a skylight through which the hall is lighted. The building contains a number of apartments, which are used for various purposes connected with the business of the Custom-house. It has two principal entrances; the front, on Wall-st., is ascended by 18 marble steps, and the rear, on Pine-st., by only four. The entire cost, including the ground, was \$1,175,000. From the roof there is a splendid view of the harbor, with its shipping, its islands, and the neighboring shores. The building is open to visitors. In order to ascend to the roof the key must be obtained of the keeper, who is usually about the building.

The POST OFFICE is situated in Nassau-st., between Cedar and Liberty sts.: it was formerly the Middle Dutch Church, but is now rented to the general government for \$5,000 a year, on a lease for seven years. The inside has been fitted up suitably for the business of the office, no other alteration having been made in the building.

*Time of closing mails.*

**North.**—The mail for Albany, &c., closes daily, at 3½ P. M. On Sundays, at 1½ P. M.

The mails by the N. Y. and Erie Railroad, via Piermont and S. Middletown, at 2 P. M.

The mail for Peekskill, via Yonkers, &c., at 6 A. M.

**East.**—The mails by the L. I. Railroad, via Jamaica to Greenport, for all offices on the island east of Jamaica, at 6 A. M.

The mails by this line for Hempstead, Jamaica, &c., at 6 A. M.

Brooklyn mails at  $6\frac{1}{4}$  and  $9\frac{1}{4}$  A. M., and  $3\frac{1}{4}$  P. M.

Mails for Williamsburgh, Newtown, Flushing, &c., at 2 P. M.

Mails for Tompkinsville, North Shore, and Richmond, at 9 A. M.

Mails for Richmond Valley and Rossville, *Tuesdays* and *Fridays*, at  $9\frac{1}{2}$  A. M.

The Great Eastern mail via Stonington, and also via Norwich, at  $3\frac{1}{2}$  P. M.

The New Haven mail to Hartford, &c., at 5 A. M.

The mails for Bridgeport, and the offices on the line of the Housatonic Railroad, at 5 A. M.

The mail to White Plains, at 6 A. M.

The land mail to New Haven, &c., at 6 A. M., except Sundays.

**South.**—The Southern mail, via Washington city to New Orleans, at  $7\frac{1}{2}$  A. M. and 3 P. M. Sundays, at  $1\frac{1}{2}$  P. M.

Jersey City, Newark, &c., by this route, at 3 P. M.

Southern way-mail, including all offices on railroad to Philadelphia, at 7 A. M.

Mails for Monmouth Co., N. J., via Trenton, on *Tuesdays* and *Fridays*, at 1 P. M.

Mail for New Brunswick, on *Mondays* and *Thursdays*, at  $12\frac{1}{2}$  P. M.

Mail for Hackensack, via Hoboken, *Tuesdays, Thursdays, and Saturdays*, at 2 P. M.

Mail for Freehold, by steamboat, *Tuesdays, Thursdays, and Saturdays*, at 12½ P. M.

*Time the Mails are due.*

The Southern mails, at 11 A. M. and 10 P. M.

The Northern mails, at 6 A. M.

The Eastern mails, at 7 A. M.

The Long Island mails, at 3 P. M.

The Jersey mails, at 10 A. M. and 3 P. M.

*Office Hours.*

Office open from 8 o'clock A. M. until 6½ P. M.

On Sundays, from 9 o'clock until 10 A. M., and from 12½ to 1½ P. M.

TAKE NOTICE.—The mails are usually closed at the office *one hour and a half* before the time of departure of the mail conveyances. Letters, however, can be deposited after that time, by dropping them in the bags suspended in the rear of the Post Office, the entrance to which is on Liberty-st.

Mail bags will also be found at the steamboats carrying the great mails, a short time previous to their starting, into which letters may be dropped up to the time of their departure.

The HALLS OF JUSTICE, or "Tombs," covers the entire square bounded by Centre, Franklin, Eln, and Leonard sts. It fronts upon the first-named street. It is a substantial-looking building, in the Egyptian style of architecture, 253 feet long and 200 feet wide, constructed of a light-colored granite brought from Hal-



lowell, Me. The main building occupies the front part, and the prison the rear. The place of detention is 142 feet long and 45 feet wide, and consists of 148 cells for prisoners of both sexes. The building is entered on the front by eight steps, leading to a portico of four massive Egyptian columns. From this there is an ascent by twelve steps, between two massive columns, to an open area of 50 feet square, which has eight large columns supporting the ceiling above. From this area there is an entrance to the various offices and apartments of the building. The windows, which extend to the height of two stories, have massive frames and cornices ornamented with the winged globe and serpents. The two fronts on Franklin and Leonard sts. have each two entrances, with two massive columns each; and the back entrance forms a carriage-way for taking prisoners to and from the House of Detention. The gloomy aspect of this building has acquired for it the name of "The Tombs."

### BANKS IN THE CITY OF NEW YORK.

<i>Name.</i>	<i>Location.</i>	<i>Days of Dis.</i>
American Exchange* .....	50 Wall.....	W. & S.
Bank of America.....	46 Wall.....	Tu. & F.
“ Commerce* .....	32 Wall.....	Tu. & F.
“ New York.....	Wall c. William ..	Tu. & Th.
“ the State of N. Y. ....	30 Wall.....	Tu. & F.
Butchers' & Drovers' .....	Bowery c. Grand ..	W. & S.
Chemical*.....	216 Broadway ....	Daily.
City .....	52 Wall.....	M. & Th.
Dry Dock Banking Co.....	Avenue D c. 10th..	Tu. & F.

\* Free Banking Associations.

<i>Name.</i>	<i>Location.</i>	<i>Days of Dis.</i>
Fulton* .....	Pearl c. Fulton.....	W. & S.
Greenwich.....	402 Hudson .....	Tu. & F.
Leather Manufacturers'.....	45 William.....	Tu. & F.
Manhattan.....	40 Wall.....	M. & Th.
Mechanics' .....	33 Wall.....	W. & S.
Mechanics' Banking Assoc.....	38 Wall.....	Tu. & F.
Mechanics' & Traders'.....	370 Grand.....	M. & Th.
Merchants' .....	42 Wall.....	W. & F.
Merchants' Exchange.....	Greenwich c. Dey..	W. & S.
National .....	36 Wall.....	Tu. & F.
North River .....	Greenwich c. Dey..	Tu. & F.
Phoenix .....	45 Wall.....	W. & S.
Seventh Ward .....	Pearl c. John .....	Tu. & F.
Tradesmen's .....	177 Chatham .....	Tu. & F.
Union .....	34 Wall.....	M. & Th.
Bank of U. S. at Philadelphia ..	Agent at 1 Hanover-st.	
Commercial, (in hands of receivers,) No 1 Hanover-st.		
N. A. Trust and Banking Co....	Receiver 38 Wall-st.	

## BANKS FOR SAVINGS.

Bank for Sav. in city of N.Y.	107 Chambers, Daily, 4 to 6 P. M.
Bowery Savings .....	128 Bowery .. M. Th. & S. 5 to 7 P. M.
Greenwich Savings .....	11 Sixth Av. M. W. & F. 5 to 7 P. M.
Seamen's Savings.....	82 Wall..... Daily, 11 A. M., 2 P. M.

INSURANCE COMPANIES IN THE CITY OF  
NEW YORK.

## FIRE.

<i>Ætna</i> , 56 Wall-st.	<i>Eagle</i> , 71 Wall.
<i>Ætna</i> , of Hartford, Ct., 89 Wall.	<i>East River Mutual</i> , 61 Wall.
<i>Alliance Mutual</i> , 58 Wall.	<i>Equitable</i> , 58 Wall.
<i>American Mutual</i> , 53 Wall.	<i>Fireman's, Bost., Mass.</i> , 46 Pine.
<i>City</i> , 61 Wall.	<i>Fireman's</i> , 59 Wall.
<i>City and County Mutual of Philadelphia, Pa.</i> , 149 Fulton.	<i>Franklin, of Philadelphia, Pa</i> 2 and 4 Mer. Exchange.
<i>Columbus, (Ohio)</i> , 63 Wall.	<i>General Mutual</i> , 50 Wall.
<i>Croton</i> , 35 Wall.	<i>Greenwich</i> , 400 Hudson.

<i>Howard</i> , 66 Wall.	<i>New York Bowery</i> , 124 Bowery
<i>Hudson</i> , 48 Wall.	<i>N. Y. Contributionship</i> , 69 Wall.
<i>Jefferson</i> , 50 Wall.	<i>New York Fire Ins.</i> , 72 Wall.
<i>Knickerbocker</i> , 64 Wall.	<i>New York Guardian</i> , 76 Wall.
<i>Mercantile Mutual</i> , 63 Wall.	<i>New York Marine</i> , 50 Wall.
<i>Merchants' Mutual</i> , 10 and 12	<i>North American</i> , 52 Wall.
Mer. Exchange.	<i>North River</i> , 192 Greenwich.
<i>Merchants' Fire</i> , 67 Wall.	<i>Pelican Mutual</i> , 65 Wall.
<i>Mutual Safety</i> , 56 Wall.	<i>Sun Mutual</i> , 2 and 4 Mer. Ex.
<i>Mutual Life</i> , 56 Wall.	<i>Trust Fire Ins.</i> , 60 Wall.
<i>National</i> , 62 Wall.	<i>United States</i> , 69 Wall.

## MARINE.

<i>Alliance Mutual</i> , 56 Wall.	<i>Merchants' Marine</i> , 64 Wall.
<i>American</i> , 51 Wall.	<i>Merchants' Mutual</i> , 10 and 12
<i>American Mutual</i> , 2 and 4 Mer.	Mer. Ex.
Exchange.	<i>Mutual Safety</i> , 56 Wall.
<i>Croton</i> , 35 Wall.	<i>New York</i> , 50 Wall.
<i>General Mutual</i> , 50 Wall.	<i>New York State</i> , 6 and 8 Mer.
<i>Mercantile Mutual</i> , 63 Wall.	Exchange.

## LITERARY AND SCIENTIFIC INSTITUTIONS, &amp;c.

COLUMBIA COLLEGE is situated on a spacious square at the foot of Park Place, and between Murray, Barclay, Church, and West Broadway, (formerly Chapel-street.) It is the oldest institution in the city, having been established under a royal charter granted by George II., in 1754, by the name of King's College, and confirmed with the necessary alterations by the legislature of New York in 1787. The edifice and grounds attached are extensive; the former contains a chapel, lecture-rooms, hall, library, museum, and an extensive philosophical and chemical apparatus, and dwellings for several of the professors. It has a presi-

dent and ten professors, 1,170 alumni, 100 students, and a library containing about 16,000 volumes. *Commencement* following the 1st Monday in October; vacation, from August 1st to the 1st Monday in October. The original name was changed to "Columbia College" in 1784. The *Grammar School* attached to the institution has usually from 200 to 300 scholars, and instruction is given in all the branches necessary for admission into any college, or for the performance of the business of the counting-house.

THE UNIVERSITY OF THE CITY OF NEW YORK is situated in University Place, opposite Washington Square. It is a handsome edifice, built of white marble, in the Gothic style of English collegiate architecture, 180 feet long and 100 feet wide, with a centre building and wings, and an octangular turret on each of the four corners. The building contains a chapel, which receives its light from a window of stained glass in the west front, 24 feet wide and 50 high. This institution was founded in 1831, has a president and 11 professors, a valuable library, and an extensive philosophical apparatus. Connected with it is an extensive grammar school, and a flourishing medical department.

The UNION THEOLOGICAL SEMINARY, founded in the year 1836, is located in University Place, between Seventh and Eighth sts. It has six professors, about 100 students, and a library containing about 17,000 volumes.

THE GENERAL THEOLOGICAL SEMINARY OF THE PROTESTANT EPISCOPAL CHURCH IN THE UNITED STATES is situated at the corner of Ninth Avenue and Twenty-first-st.; it was founded in 1819 and consists of 70

buildings, constructed of stone, in the Gothic style of architecture. It has five professors, and about 8,000 volumes in its library.

The **RUTGERS FEMALE INSTITUTE**, incorporated in 1838, is situated in Madison-st. near Clinton. It occupies a fine building, and has a valuable library, and choice philosophical apparatus.

The **NEW YORK SOCIETY LIBRARY** occupies a new and beautiful edifice on Broadway, corner of Leonard-street. Its library, one of the largest in the country, contains upwards of 40,000 volumes. The building contains a lecture-room, and rooms for the Academy of Design. It was erected in the year 1839, at an expense, ground included, of about \$120,000. The subscription shares of this institution are \$25 each, which are transferable, with a yearly payment of \$6. Members have the privilege of introducing strangers to the reading-room and library.

The **NEW YORK HISTORICAL SOCIETY** was founded in 1804. The rooms of the Society are located in the New York University Buildings, on Washington Square, and are under the charge of the assistant librarian. They are open to members and visitors daily, (Sundays excepted.) It has a valuable library of about 12,000 volumes, a cabinet of antiquities and works of art, including several excellent portraits of distinguished individuals, besides a collection of coins and medals, and numerous original manuscripts, &c.

The **MERCANTILE LIBRARY ASSOCIATION** is on the corner of Beekman and Nassau sts., and was formed for the special benefit of merchants' clerks; it is one of the most useful institutions of its kind in the city. Its

library contains about 25,000 volumes, including works of science and general literature. It has also a very large collection of valuable periodicals. The reading-room, which is connected with the library, and open daily, is well supplied with both American and foreign newspapers, &c. The initiation fee for clerks is \$1, with an annual payment of \$2, which entitles them to the use and benefits of the institution. On the payment of \$5 a year other citizens have a similar privilege.

The APPRENTICES' LIBRARY, situated in Crosby-st., has a library of about 13,000 volumes, and offers facilities for the cultivation of the mind, of which a large number of apprentices have availed themselves. Here is also the Mechanics' School, which has many teachers, and 550 pupils.

The MECHANICS' INSTITUTE, the rooms of which are in the basement of the City Hall, has for its object the instruction of mechanics and others in science and the arts. It has a fine library; a reading-room supplied with popular literary and scientific periodicals and newspapers; models of machinery, and a valuable collection of chemical and philosophical apparatus. There is both a male and female school attached to the institute.

The AMERICAN INSTITUTE, incorporated in 1829 for the encouragement of agriculture, commerce, manufactures, and the arts, occupies a portion of the building on the corner of Broadway and Anthony-street, where it has a valuable library and reading-room, and interesting models of machinery. It holds an annual Fair at Castle Garden, where is exhibited a

splendid array of the fruits of American ingenuity and industry.

The LYCEUM OF NATURAL HISTORY, established in 1818, for the purpose of cultivating and encouraging the study of natural science, is located at 659 Broadway. It possesses a large library, and extensive collections in each department of natural history. The skeletons of animals, birds, fishes, reptiles, minerals, fossils, and shells, are arranged for exhibition, free of charge.

The AMERICAN BIBLE SOCIETY is located at 115 Nassau-st.; it was organized in 1816. The building, which extends through from Nassau-st. to Theatre Alley, is 100 feet square. Here are the offices of the corresponding secretary and others connected with the society, and also the establishment for the printing and binding of Bibles and Testaments, a thousand of which are prepared here daily. The books are sent into every state in the Union, and to foreign countries.

The METHODIST BOOK CONCERN, established for the purpose of distributing books and tracts throughout the United States, the net profits from which are appropriated to benevolent purposes, has a large and commodious building situated in Mulberry-st.

The FREE ACADEMY.—The Free Academy of the city of New York was established “for the purpose of extending the benefits of education gratuitously to those who have been pupils of the common schools of the city and county of New York.” In May, 1847, the legislature passed an act under which this institution is established, with the provision that the question should be submitted to the people at the ensuing

school and judicial election. The election occurred on the first Monday of June, 1847, and the result of the vote was 19,404 in favor of establishing the Free Academy, to 3,409 against it—giving the large majority of 15,995 in its favor.

The building is situated at the corner of Lexington Avenue and Twenty-third-st; and in point of size, finish, and general accommodations, is, perhaps, unsurpassed. In January, 1849, the institution was first opened for the examination of pupils. The dimensions of the building are 125 feet by 80. The entire cost of erection is within \$50,000, the sum authorized by law. The eligible site on which it stands, was purchased at a cost of \$25,600. Its dimensions are 122½ feet on Lexington Avenue, by 200 feet on Twenty-third-st.

The building consists, exclusive of the basement and great hall, of three spacious stories, which are intersected by two wide passages, running at right angles through the middle of the building. It is thought it will afford ample accommodations for a thousand scholars. It is built in the style of the Gothic town-halls of the Netherlands, which style was selected for its appropriateness and convenience. In the "great hall" are two large Gothic windows, which afford a full and bright light, being situated at either end of the building. The roof is narrowed in some 20 feet from the base, where a second tier of roofing is formed, and made to close at top; and additional light is thrown in from 20 large windows of Gothic design, which are arranged on either side. These windows surmount as many arches and pillars, which are finished so as to accord with the general style and character of the edi-



fice in the interior of the hall ; and a large platform is erected at one end of this hall, for the use of the professors and visitors on the occasion of all public exhibitions. The various other apartments are fitted up as class-rooms, similar to that of the common schools.

### MEDICAL INSTITUTIONS, ASYLUMS, &c.

The NEW YORK HOSPITAL is situated on Broadway, opposite Pearl-st. ; it was founded in 1771, by the Earl of Dunmore, the governor of the colony. It has a number of extensive buildings in a handsome situation, standing on slightly elevated ground, a short distance back from the street, with a fine yard in front. The buildings are of stone, three stories high, 212 feet long, and afford ample accommodations for upwards of 200 patients. The best of medical attendance is here met with, and every attention paid to its inmates. Persons without families, when overtaken by sickness, find this a very desirable abode, as the best of nursing and medical treatment are supplied at a moderate charge.

The BLOOMINGDALE LUNATIC ASYLUM for the insane is located at Bloomingdale, and is connected with the New York Hospital. It is seven miles from the City Hall, and situated near the banks of the Hudson river, on one of the most healthful spots on the island ; attached to it are 40 acres of ground, laid out in gardens, pleasure-grounds, and walks. Being on elevated ground, a fine view of the Hudson, with the surrounding country, is here obtained. The principal building, which is

of stone, cost, with its grounds, upwards of \$200,000. The Asylum contains about 150 patients.

THE COLLEGE OF PHYSICIANS AND SURGEONS OF THE CITY OF NEW YORK is a valuable institution, situated on Crosby-st., between Broome and Spring sts. It was founded in 1807, and has eight professors and about 100 students. The lectures commence on the 1st Monday of November, annually, and continue four months. Degrees are conferred by the Regents of the University, on recommendation of the board of trustees. The institution is in a flourishing condition. The whole expense of the full course of lectures is about \$100.

THE NEW YORK EYE INFIRMARY is in Howard-st., near Broadway. It was founded in 1820, and is a useful institution; it has four surgeons attached to it, and relieves a large number of cases.

THE COLLEGE OF PHARMACY was established in 1829, and incorporated in 1831. Its object is to prevent, as far as possible, errors in the preparation of medicine. An act of 1832 requires all persons commencing business as apothecaries, to have graduated at this or some other regularly constituted college.

THE DEAF AND DUMB ASYLUM is located upon a gentle eminence on Fiftieth-st., near the Fourth Avenue, three and a half miles from the City Hall. It is surrounded by an extensive plot of ground, a portion of which is employed in cultivation, and part as grounds for the recreation of the pupils. The main building is 110 feet long, 60 broad, and five stories high, surmounted by an observatory commanding an extensive and beautiful prospect. Persons wishing to visit this Asylum should take the cars of the Harlem Railroad

at the depot, opposite the City Hall, from which place they leave many times during the day, and pass directly by the Institution, where they stop to land and receive passengers.

The INSTITUTION FOR THE BLIND is located on the Eighth Avenue, near Thirty-fourth-st. Here the pupils are instructed in the usual branches of education common in such establishments.

The NEW YORK ORPHAN ASYLUM is situated at Bloomingdale, near Eightieth-st., about five miles from the City Hall. It is a handsome building, 120 feet long by 60 feet wide, and connected with about eight acres of ground.

### HOTELS.

The hotels are numerous, well kept, and not surpassed in comfort and accommodation by those of any other city in the Union. The following are the principal:

The *Astor House*, in Broadway, is among the first in point of attraction, although there are many others equally well kept. This building was erected by the late John Jacob Astor, and opened on the 31st of May, 1836; it is built of Quincy granite, in a remarkably massive style, simple and chaste, is five stories high, with a front of 201 feet on Broadway, directly opposite the Park, 154 on Barclay-st., and 146½ on Vesey-st. Its height is 77 feet, and it contains upwards of 300 rooms. The dining-room is 108 feet by 42. The entire cost of the building, including the ground, was about \$750,000.

The *American Hotel* is pleasantly situated at 229 Broadway.

*Atlantic Hotel*, 5 Broadway, opposite the Bowling Green.

*Battery Hotel*, Battery Place.

*Broadway House*, in Broadway, cor. of Park Place.

*Bond Street House*, 665 Broadway.

*Carlton House*, 350 Broadway.

*City Hotel*, Broadway and Cedar-st.

*Clinton Hotel*, in Beekman-st., near the Park.

*Commercial Hotel*, 73 Cortlandt-st.

*Delmonico's*, 25 Broadway, near the Bowling Green, a new and handsome establishment, conducted on the European plan.

*Dunning's Hotel*, 66 Cortlandt-st.

*Eastern Pearl Street House*, 309 Pearl-st.

*Finance Hotel*, cor. of Battery Place and West-st.

*Franklin House*, in Broadway, cor. of Dey-st.

*Florence's*, in Broadway, cor. of Walker-st., a new and elegant establishment, conducted upon the European plan.

*French's Hotel*, cor. Nassau and Frankfort sts.

*Gardner's Hotel*, Battery Place and Washington-st.

*Howard's Hotel*, 176 Broadway, cor. of Maiden Lane.

*Irving House*, recently opened, and ranking among the first in the city, is in Broadway, corner of Chambers-st.

*Judson's Hotel*, 61 Broadway.

*Lorillard House*, opposite the Park.

*Lovejoy's Hotel*, Park Row and Beekman-st.; conducted on the European plan.

*Bunker's Mansion House*, 39 Broadway.

*Merchants' House*, Nos. 135, 137, and 139 Broadway.

*Merchants' Hotel*, 41 Cortlandt-st.

*Murray Street House*, Nos. 5 and 7 Murray-st.

*National Hotel*, 5 Cortlandt-st.

*New England Hotel*, 111 Broadway.

*New York Hotel*, 721 Broadway, is retired, but eligibly situated.

*Pacific Hotel*, 162, 164, and 166 Greenwich-st.

*Pearl Street House*, 88 Pearl-st.

*Rochester Hotel*, 31 Cortlandt-st.

*Rathbun's Hotel*, 165 Broadway.

*Tammany Hall*, Nassau and Frankfort sts., conducted on the European plan.

*Tremont Temperance House*, 110 Broadway.

*United States Hotel*, (formerly *Holt's*), in Fulton, cor. of Pearl-st.

*Western Hotel*, 9 Cortlandt-st.

## COFFEE AND EATING HOUSES.

Besides the hotels, with which the city abounds, there are numerous private boarding-houses in different parts of the city. In addition to these there are many eating-houses, where the visiter pays in proportion to what he consumes; these, however, are principally in the lower, or business part of the city. A person, if he desires it, may have a sleeping-room at Lovejoy's, Gunter's, Johnson's, (the two last are in Fulton-st.,) or elsewhere, and take his meals at one of these places at any hour during the day that suits his convenience. Bills of fare, with the prices affixed to each article, are

always at hand, so that one knows exactly what he has to pay before he gives his order. The following are a few of the principal of these establishments :

*Brown's Coffee House and Dining Saloon*, 71 Pearl-street.

*Clark and Brown's*, Maiden Lane.

*Delmonico's Restaurant*, No. 3 South William-st.

*Gould's Dining Saloon*, 10 Fulton-st.

*Johnson's Dining Saloon*, 144 Fulton-st.

*Gunter's Dining Saloon*, 145 and 147 Fulton-st.

*Sweeney's*, 66 Chatham-st., formerly in Ann-st.

#### PLACES OF AMUSEMENT—THEATRES, &c.

*Astor Place Theatre*, Astor Place, Eighth-st.

*Bowery Theatre*, Bowery, between Bayard and Walker sts.

*Broadway Theatre*, Broadway, between Pearl and Anthony sts.

*Burton's Theatre*, 41 Chambers, near Centre-st.

*Mitchell's Olympic Theatre*, 444 Broadway, between Howard and Grand sts.

*National Theatre*, (formerly the *Chatham*.) in Chatham-st., between Pearl and Roosevelt sts.

*American Museum*, corner of Broadway and Ann-st.

*Castle Garden*, situated off the Battery: here is held the Fair of the American Institute.

Concerts and interesting exhibitions are frequent in various parts of the city. At the *Tabernacle*, in Broadway; the *Society Library*, in Broadway, corner of Leonard-st.; and *Mechanics' Hall*, in Broadway, above Grand-st., &c., &c.

## EXHIBITIONS OF THE FINE ARTS.

The *American Art Union* occupies a new and splendid room 150 feet long, in the rear of 497 Broadway, above Broome-st., where may be seen, at all times, free of expense, a fine collection of paintings. It has been in operation several years, and may now be considered as permanently established. Its income is yearly increasing with its popularity and usefulness. On paying \$5, a person becomes a subscriber for one year. The income thus derived, after paying all necessary expenses, is devoted to the purchase of paintings and sculpture, and to the production of fine engravings, of the latter of which each member is entitled to a copy. The paintings are distributed by lot amongst the members, publicly, about the 22d of December, the meeting for the drawing being usually held at the Tabernacle.

The *New York Art Union* was founded in the year 1845, by several gentlemen connected with the Fine Arts in this city, for the benefit of mutual instruction, and the promotion of the Arts. The meetings are held weekly; at which time subjects are introduced for discussion, confined to matters connected with the association.

The *New York Gallery of Fine Arts* contains some fine pictures, worthy of the inspection of citizens and strangers. On the payment of \$1, and signing the constitution, a person becomes a member for life. Tickets for single admission, 25 cents each.

The *National Academy of Design* is in Broadway, corner of Leonard-st., in the Society Library building.

It is opened, annually, during the months of April, May, and June, and has become an attractive and fashionable place of resort. Single admission, 25 cts. Season tickets, 50 cts.

A drawing-school is connected with the Academy, which is held during the winter season. A large collection of casts from the antique and modern schools is owned by the society. Applications for admission must be accompanied with an original drawing.

*A gratuitous exhibition of engravings and paintings* may be seen in the large room over Thorburn's flower and seed-store, at 15 John-st.

#### MARKETS.

*Fulton Market*, at the foot of Fulton-st., E. R.

*Washington Market*, in Washington-st., cor. of Vesey and Fulton sts.

*Catharine Market*, Catharine slip.

*Centre Market*, Centre-st. between Grand and Broome.

*Clinton Market*, between Washington and West sts., and between Spring and Canal sts.

*Chelsea Market*, Ninth Avenue, near Eighteenth-st.

*Essex Market*, Grand-st., between Essex and Ludlow

*Franklin Market*, in Old Slip, E. R.

*Gouverneur Market*, Gouverneur-st., cor. of Water.

*Greenwich Market*, cor. of Christopher and West sts.

*Jefferson Market*, Sixth Avenue, cor. of Greenwich.

*Monroe Market*, junction of Monroe and Grand sts.

*Manhattan Market*, Houston-st., cor. of First.

*Tompkins Market*, Third Avenue, between Sixth and Seventh sts.

*Union Market*, Houston and Second sts.



## TABLE OF DISTANCES.

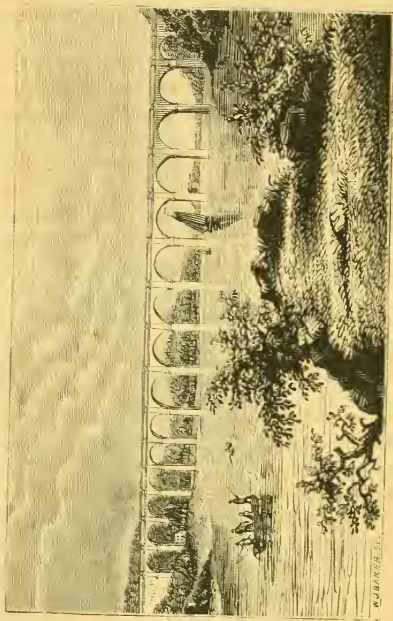
From the Battery.	From the Exchange.	From the City Hall.	To
$\frac{1}{4}$ of a mile.	.....	.....	Trinity Church.
$\frac{1}{4}$ .....	$\frac{1}{4}$ of a mile.	.....	Fulton-street.
$\frac{1}{4}$ .....	$\frac{1}{2}$ .....	.....	Warren-street.
1 mile.....	$\frac{1}{2}$ .....	$\frac{1}{4}$ of a mile.	Leonard-street.
$1\frac{1}{4}$ .....	1 mile.....	$\frac{1}{2}$ .....	Canal-street.
$1\frac{1}{2}$ .....	$1\frac{1}{4}$ .....	$\frac{3}{4}$ .....	Spring-street.
$1\frac{3}{4}$ .....	$1\frac{1}{2}$ .....	1 mile.....	Houston-street.
2.....	$1\frac{3}{4}$ .....	$1\frac{1}{4}$ .....	4th-street.
$2\frac{1}{4}$ .....	2.....	$1\frac{1}{2}$ .....	9th “
$2\frac{1}{2}$ .....	$2\frac{1}{4}$ .....	$1\frac{3}{4}$ .....	14th “
$2\frac{3}{4}$ .....	$2\frac{1}{2}$ .....	2.....	17th “
3.....	$2\frac{3}{4}$ .....	$2\frac{1}{4}$ .....	24th “
$3\frac{1}{4}$ .....	3.....	$2\frac{1}{2}$ .....	29th “
$3\frac{1}{2}$ .....	$3\frac{1}{4}$ .....	$2\frac{3}{4}$ .....	34th “
$3\frac{3}{4}$ .....	$3\frac{1}{2}$ .....	3.....	38th “
4.....	$3\frac{3}{4}$ .....	$3\frac{1}{4}$ .....	44th “
$4\frac{1}{4}$ .....	4.....	$3\frac{1}{2}$ .....	49th “
$4\frac{1}{2}$ .....	$4\frac{1}{4}$ .....	$3\frac{3}{4}$ .....	54th “
$4\frac{3}{4}$ .....	$4\frac{1}{2}$ .....	4.....	58th “
5.....	$4\frac{3}{4}$ .....	$4\frac{1}{4}$ .....	63d “
$5\frac{1}{4}$ .....	5.....	$4\frac{1}{2}$ .....	68th “
$5\frac{1}{2}$ .....	$5\frac{1}{4}$ .....	$4\frac{3}{4}$ .....	73d “
$5\frac{3}{4}$ .....	$5\frac{1}{2}$ .....	5.....	78th “
6.....	$5\frac{3}{4}$ .....	$5\frac{1}{4}$ .....	83d “
$6\frac{1}{4}$ .....	6.....	$5\frac{1}{2}$ .....	88th “
$6\frac{1}{2}$ .....	$6\frac{1}{4}$ .....	$5\frac{3}{4}$ .....	93d “
$6\frac{3}{4}$ .....	$6\frac{1}{2}$ .....	6.....	97th “
7.....	$6\frac{3}{4}$ .....	$6\frac{1}{4}$ .....	102d “
$7\frac{1}{4}$ .....	7.....	$6\frac{1}{2}$ .....	107th “
$7\frac{1}{2}$ .....	$7\frac{1}{4}$ .....	$6\frac{3}{4}$ .....	112th “
$7\frac{3}{4}$ .....	$7\frac{1}{2}$ .....	7.....	117th “
8.....	$7\frac{3}{4}$ .....	$7\frac{1}{4}$ .....	121st “
$8\frac{1}{4}$ .....	8.....	$7\frac{1}{2}$ .....	126th “
$8\frac{1}{2}$ .....	$8\frac{1}{4}$ .....	$7\frac{3}{4}$ .....	131st “
$8\frac{3}{4}$ .....	$8\frac{1}{2}$ .....	8.....	136th “
9.....	$8\frac{3}{4}$ .....	$8\frac{1}{4}$ .....	140th “
$9\frac{1}{4}$ .....	9.....	$8\frac{1}{2}$ .....	145th “
$9\frac{1}{2}$ .....	$9\frac{1}{4}$ .....	$8\frac{3}{4}$ .....	150th “
$9\frac{3}{4}$ .....	$9\frac{1}{2}$ .....	9.....	154th “

## THE CROTON WATER WORKS.

The building of this great work was decided on at the city charter election of 1835, and on the 4th of July, 1842, it was so far completed that the water was let into the Reservoir, and on the 14th of October following it was brought into the city. The whole cost will be about \$14,000,000, more than double the original estimate. Between the Distributing Reservoir in Fortieth-st. and the Battery, up to August, 1847, 171 miles of pipe were laid, from 6 to 36 inches in diameter.

The aqueduct commences five miles from the Hudson, and is about 40 miles from the City Hall. The dam, which is 250 feet long, 70 feet wide at the bottom, and 7 at the top, and 40 feet high, is built of stone and cement. A pond five miles in length is created by the dam, covering a surface of 400 acres, and containing 500,000,000 gallons of water. From the dam the aqueduct proceeds, sometimes tunnelling through solid rocks, crossing valleys by embankments, and brooks by culverts, until it reaches Harlem river. It is built of stone, brick, and cement, arched over and under; is 6 feet 3 inches wide at the bottom, 7 feet 8 inches at the top of the side walls, and 8 feet 5 inches high; has a descent of  $13\frac{1}{4}$  inches per mile, and will discharge 60,000,000 of gallons in 24 hours. It crosses Harlem river on a magnificent bridge of stone, termed the "High Bridge," 1,450 feet long, with 14 piers, 8 of them 80 feet span, and 6 of 50 feet span, 114 feet above tidewater to the top, and which cost about \$900,000. The *Receiving Reservoir* is at 86th-st. and





View of the High Bridge, over Harlem River.

6th avenue, covering thirty-five acres, and containing 150,000,000 gallons of water. Persons wishing to visit the *High Bridge* will take the cars of the Harlem Railroad to Harlem, *Fare* 12½ cents; at which place a *stage* will be in waiting to convey them to the bridge, *Fare* 18¾ cents.

There is now no city in the world better supplied with pure and wholesome water than New York; and the supply would be abundant if the population were five times its present number.

The most convenient mode of visiting the *Distributing Reservoir* in 40th-st., or the *Receiving Reservoir* in 86th-st., is by the cars of the Harlem Railroad, which leave the depot opposite the City Hall every 15 minutes during the day. *Fare* 12½ cts.

#### RATES OF FARE IN NEW YORK FOR HACKNEY-COACHES, CARRIAGES, OR CABS.

For conveying a passenger any distance not exceeding one mile, 25 cents; two passengers, 50 cents, or 25 cents each; every additional passenger, 25 cents.

For conveying a passenger any distance exceeding a mile, and within two miles, 50 cents; every additional passenger, 25 cents.

For the use of a hackney-coach, carriage, or cab, by the day, with one or more passengers, \$5.00.

For the use of a hackney-coach, carriage, or cab, by the hour, with one or more passengers, with the privilege of going from place to place, and of stopping as often as may be required, as follows:—first hour, \$1.00;

second hour, 75 cents; every succeeding hour, 50 cents.

Children under two years of age, nothing; from two to fourteen, half price.

Each passenger is entitled to take one trunk, valise, box, bag, or other travelling package; and as many more as he pleases, by paying six cents for each extra one, or  $12\frac{1}{2}$  cents if over a mile.

If the distance be over one mile, and not over two miles, the charge for one passenger is 50 cents, and each additional one, 25 cents.

If a carriage is taken by the day or hour, it must be so specified.

If a hack is detained or hindered, the driver is entitled to 75 cents for the first hour, and  $37\frac{1}{2}$  cents per hour afterwards, in addition to mileage.

Every hack is required to be conspicuously numbered, and to have the rates of fare posted up within it; and in default of either of these, the driver is not to demand or receive any pay.

*Cabs.*—Calls to and from dwellings, to or from steamboats, or other parts of the city, with one or two persons, 50 cents.

When leaving the stand with one person, any distance not over a mile and a half, 25 cents. When with two persons,  $37\frac{1}{2}$  cents. When by the hour, driving in town from place to place, for each hour, 50 cents.

In case of disagreement as to distance or price, to be determined by the Mayor, or Superintendent of Hackney-coaches.

The owner or driver of any hackney-coach, carriage, or cab, shall not be entitled to recover pay from any

person from whom he shall have demanded a greater price of rates than he is authorized to receive.

No owner or driver of any hackney-coach, carriage, or cab, in the city of New York, shall ask, demand, or receive, any larger sum than he or they may be entitled to receive as aforesaid, under the penalty of \$10 for such offence, to be sued for and recovered from the owner, or owners, or drivers of any such hackney-coach, &c., &c.

Complaints of any violation of this law can be made at the Mayor's office, City Hall, or at the office of the Chief of Police, in the *New City Hall*, (rear of the *City Hall*,) under the Marine Court.

#### FERRIES.\*

*Fulton Ferry*, to Brooklyn, foot of Fulton-st. Boats run day and night. Ferriage two cents each way.

*South Ferry*, to Brooklyn, foot of Whitehall-st. Boats run from 4½ A. M. to 12½ P. M. Ferriage two cents each way.

*Catharine Ferry*, to Brooklyn, foot of Catharine-st. Boats run day and night. Ferriage two cents.

*Jackson Ferry*, to Brooklyn, foot of Walnut-st. Boats run every 15 minutes from 6 A. M. to 10 P. M. Ferriage three cents each way.

*Hamilton Avenue Ferry*, to Atlantic Dock, Brooklyn, every 30 minutes, from 5½ A. M. to 8½ P. M. Ferriage two cents.

*Peck Slip Ferry*, to Williamsburgh, from Peck Slip,

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\* See map of the City of New York, &c., for location of ferries.

every 15 minutes, from 3 A. M. to 10 P. M. Ferriage four cents each way.

*Grand Street Ferry*, to Williamsburgh, from foot of Grand-st., from 3 A. M. to 12 P. M. Ferriage three cents.

*Houston Street Ferry*, to Williamsburgh, from foot of Houston-st., from 3 A. M. to 11 P. M. Ferriage three cents.

*Jersey City Ferry*, to Jersey City, from foot of Cortlandt-st. Boats run every 10 minutes. Ferriage four cents each way.

*Barclay Street Ferry*, to Hoboken, from foot of Barclay-st. Boats run every 15 minutes, from 5½ A. M. to 11 P. M. Ferriage 6¼ cents each way.

*Canal Street Ferry*, to Hoboken, from foot of Canal-st. Boats run every 15 minutes, from 6½ A. M. to 12 P. M. Ferriage 6¼ cents.

*Christopher Street Ferry*, to Hoboken, from foot of Christopher-st. Boats run every half hour, from 6 A. M. to 8 P. M. Ferriage 6¼ cents.

*Staten Island Ferry*, to Staten Island, from Whitehall, near the Battery. Boats run at 9 and 11 A. M., and at 1, 3½, and 6 P. M. Ferriage 12½ cents each way.

To *Greenwood Cemetery*, from east side of the Battery, at 10½ A. M., and 2, 4, and 5¾ P. M. Fare 12½ cents.

For *Bull's Ferry* and *Fort Lee*, from the foot of Canal-st. Fare 12½ cents.

*New Brighton and Port Richmond*, from Battery Place, at 9½ A. M., 1 and 4 P. M. Ferriage 12½ cents.

*Elizabethport Steamboat and Somerville Railroad*, from Battery Place, at 9 A. M., 1 and 5 P. M. Ferriage 12½ cents.







A view on the Hudson.

*Coney Island and Fort Hamilton.—Morning Line.*—From foot 13th-st, N. R., 9 A. M.; Hammond-st.,  $9\frac{1}{4}$ ; Canal-st.,  $9\frac{1}{2}$ ; Pier No. 3, N. R., 10—leaving Coney Island at 11.

*Afternoon Line.*—Foot 13th-st., N. R., 12 M.; Hammond-st.,  $12\frac{1}{4}$ ; Canal-st.,  $12\frac{1}{2}$ ; Pier No. 4, N. R., 1 P. M.—leaving Coney Island at a quarter to 2.

*Afternoon Line.*—Foot 13th-st., 3 P. M.; Hammond-st.,  $3\frac{1}{4}$ ; Canal-st.,  $3\frac{1}{2}$ ; Pier No. 4, N. R., 4—leaving Coney Island at  $6\frac{1}{2}$ .

*Morning Line.*—Foot Grand-st., E. R., 10 A. M.; foot Catharine-st.,  $10\frac{1}{4}$ ; Pier No. 4, N. R., 11—leaving Coney Island at 12 M.

*Afternoon Line.*—Foot Grand-st.,  $1\frac{1}{4}$ ; foot Catharine-st.,  $1\frac{1}{2}$ ; Pier No. 4, N. R., 2—leaving Coney Island at 5.

Fare each way,  $12\frac{1}{2}$  cents.

## STEAMBOAT LINES.

**Albany Steamboats.**—**MORNING LINE.**—A steamboat leaves the pier from the foot of Barclay-st. every morning, at 7 o'clock.

N. B. Breakfast and dinner are provided on board the above boats.

**EVENING LINE.**—A steamboat leaves the pier between Cortlandt and Liberty sts. every evening at 6 o'clock.

N. B. Passengers by the evening line of steamboats arrive in Albany in time to take the morning train of cars east or west.

**The U. S. Mail Line of Steamboats** leave the

pier on the north side of Barclay-st. daily, at 5 o'clock, for Albany and the following landings: Caldwell's, West Point, Newburgh, Hampton, Milton, Poughkeepsie, Hyde Park, Kingston, Red Hook, Malden, Catskill, Hudson, Coxsackie, Kinderhook, and New Baltimore.

**Albany and Troy Steamboats.**—(*Through Direct.*)—A steamboat leaves N. York from the pier at the foot of Cortlandt-st. at 6 o'clock P. M.

N. B. Passengers by this line arrive in Troy in time to take the earliest morning trains west to Buffalo, and north to Saratoga, Lake George, and Lake Champlain.

**Afternoon Line for Newburgh and Fishkill.**—A steamboat leaves the pier from the foot of Chambers-st. daily, at 4 o'clock, (Sundays excepted,) for the above places, landing at *Peekskill, West Point, Cold Spring, and Cornwall.* Returning, will leave Newburgh every morning, at 7 o'clock.

**For Kingston, Rondout, and Delaware and Hudson Canal.**—The steamboat EMERALD leaves for the above places, from the foot of Murray-st., every *Monday and Thursday*, at 5 o'clock P. M.

N. B. The Emerald makes an extra trip to Kingston, and the principal landings on the river, every *Sunday* morning, at 7 o'clock. Returning, leaves Kingston same day, at 5½ o'clock P. M.

**For Catskill.**—A steamboat leaves the pier at the foot of Liberty-st. *Tuesdays and Thursdays*, at 5 o'clock P. M.

**Morning Line for Peekskill,** landing at *Verplanck's Point, Sing Sing, Tarrytown, Dobbs' Ferry, Hastings, and Yonkers.*—A steamboat leaves New

York every morning at 7 o'clock, from the foot of Chambers-st., for the above places. Returning, leaves Peekskill at 12½ o'clock.

**For Cossackie,** landing at *Newburgh, Hampton, Milton, Poughkeepsie, Hyde Park, Kingston, Tarrytown, Red Hook, Bristol, Catskill, and Athens.*—A steamboat leaves the pier at the foot of Robinson-st. on Tuesdays, Thursdays, and Saturdays, at 5 o'clock P. M., for the above places.

**Day Line from New York to Boston via New Haven, Hartford, Springfield, &c.**—Passengers preferring day travel between New York and Boston, can avail themselves of the above route. The new and elegant steamer *COMMODORE* leaves every morning (Sundays excepted) at 7 o'clock, from Peck Slip, E. R., for New Haven. Having arrived there, passengers take the railroad cars for Boston and intermediate places.

Fare to *New Haven*, \$1.50; distance 80 miles. To *Hartford* \$2.50; distance 116 miles. To *Springfield* \$3.25; distance 142 miles. To *Worcester* \$4.00; distance 196 miles. To *Boston* \$5.00; distance 240 miles.

**From New York to Boston, via Norwich and Worcester.**—Passengers by this route take the steamboat from pier No. 1, N. R., foot of Battery Place, daily, (Sundays excepted,) at 5 o'clock P. M., and arrive in Boston in time the next morning for the Eastern trains.

Fare to *New London* \$2.50; distance 117 miles. To *Allyn's Point* \$2.50; distance 125 miles. At Allyn's Point passengers take the cars to *Norwich*; fare \$2.50, distance 132 miles; thence to *Worcester*, 191 miles, \$3.50, and from thence to Boston. Total distance 235 miles; fare \$5.00.

**From New York to Boston, via Stonington and Providence.**—Passengers by the above route will leave New York from pier No. 1, N. R., foot of Battery Place, daily, (Sundays excepted,) at 5 o'clock P. M., and proceed to Stonington, at which place they take the fine cars on the Stonington and Providence, and Boston and Providence railroads, and proceed to Boston, via Providence, through without crossing ferry at the latter place, that inconvenience being dispensed with by the construction of a branch railroad, uniting the Stonington and Providence with the Boston and Providence railroad.

N. B.—Passengers, on the arrival of the steamers at Stonington, proceed immediately, in the splendid railroad cars, to Providence and Boston, without any delay, or remain on board the steamer, and leave in the Accommodation train at 6½ A. M., which connects at Providence with the 9½ A. M. train for Boston. A baggage-master accompanies each train through to Boston, to take charge of the baggage.

Fare to *Stonington* \$2.50; distance 125 miles. To *Providence* \$4.00; distance 172 miles. To *Boston* \$5.00; distance 214 miles.

N. B.—Passengers will arrive in Boston in time for all the lines running North and East.

**From New York to Boston, via Newport and Fall River.**—Passengers availing themselves of this eligible route leave New York in one of the new and splendid steamers of this line, from pier No. 3, N. R., near the Battery, daily, at 5 o'clock P. M., and proceed to Newport and Fall River. At the latter place they will take the cars, and be conveyed thence over the

Fall River and Old Colony railroads to Boston. On the arrival of the boat at Fall River, passengers can proceed immediately by railroad to Boston; or if they wish to remain till the starting of the Accommodation Train, (having breakfast on board, if they desire it,) they will leave at 6¼ A. M., and reach Boston at about 9½ A. M.

Fare to *Newport* \$4.00; distance 165 miles. To *Fall River* \$.400; distance 183 miles. To *Boston* \$5.00. Total distance 236 miles.

**New York and Hartford.**—(*Direct.*)—A steamer leaves Peck Slip, E. R., every afternoon (Sundays excepted) at 4 o'clock P. M.; Saturdays at 3 P. M.

**For Bridgeport, Ct., &c.**—A steamboat leaves the pier E. side of Catharine Market Slip, on Tuesdays, Thursdays, and Saturdays, at 9 A. M. Returning, will leave Bridgeport every other day at 7 A. M. *Fare* to Norwalk 25 cents, Bridgeport 50 cents.

**For Derby, Ct.,** landing at *Stratford* and *Milford*.—A steamboat leaves New York from Catharine Market Pier, every Tuesday, Thursday, and Saturday. Returning, will leave Derby on Mondays, Wednesdays, and Fridays. *Stages* run in connection with the boat to and from *Waterbury*, *Naugatuck*, *Humphreysville*, and *Milford Centre*.

**New Rochelle, Glen Cove, &c.**—The steamboat CROTON leaves New York from Fulton Slip, (near Fulton Market,) every Tuesday, Thursday, and Saturday, at 1 o'clock, P. M. Returning, will leave Cold Spring every other day at 8 o'clock, A. M., Oyster Bay 8¼, Glen Cove 9¼, and New Rochelle at a quarter before 10, A. M. *Fare* through to Huntington 62½ cents.

**Flushing and Astoria.**—A steamboat leaves New York, daily, from Fulton Slip (Sundays excepted) for the above places. *Fare* to Flushing 25 cents; to Astoria, 6 $\frac{1}{4}$  cents.

**For Shrewsbury.**—A steamboat leaves New York for Shrewsbury, daily, from Fulton Market Slip.

**For Shrewsbury, Long Branch, Ocean House, Middletown, and Red Bank.**—A steamboat leaves New York, daily, from the foot of Chambers-st., for the above places. *Fare* 25 cents.

**For Newark, N. J.**—A steamboat leaves New York, daily, at 4 P. M., from the foot of Barclay-st., and from Newark at 8 A. M. *Fare* 12 $\frac{1}{2}$  cents.

**Elizabethport.**—A steamboat leaves New York daily, from pier No. 1, N. R., for Elizabethport, N. J., at 9 A. M., 1 and 5 P. M.

**N. B.**—Passengers for Westfield, Scotch Plains, Plainfield, Bound Brook, Somerville, by the Elizabethtown and Somerville Railroad cars, will leave New York in the 9 o'clock boat in the morning, and in the 1 and 5 o'clock boat in the afternoon.

The Horse Car will leave the front of the Union Hotel quarter of an hour previous to each boat.

**New Brunswick, via Perth Amboy.**—Steamboats leave daily for the above places, from the pier foot of Robinson-st., landing at Rossville, L. I., &c. *Fare* 12 $\frac{1}{2}$  cents.

**Middletown Point, N. J.**—A steamboat leaves from foot of Vesey-st.



## RAILROAD LINES.

**New York to Bridgeport and the Housatonic Railroad.**—The cars on this road run in connection with the New York and New Haven Railroad, leaving the former place daily, at 8 A. M.

N. B.—Stages will be found at the various stations on the route, to convey passengers to all places in the vicinity.

**New York and New Haven Railroad.**—(Depot 29 Canal-st.)—An accommodation train leaves daily, at 7¼ A. M. and 4½ P. M., for all the stations on the route.

An Express train leaves at 8 A. M. and 3 P. M. Passengers for the Housatonic Railroad, and for Boston and intermediate places, take the 8 o'clock train.

**New York and Philadelphia Railroad Line, via Newark, New Brunswick, Princeton, Trenton, and Bristol.**—Passengers for Philadelphia, by the above line, leave New York from the foot of Liberty-st., daily, at 9 o'clock A. M. and 4½ P. M., where tickets for the route are procured; thence passengers are conveyed across the ferry to *Jersey City*, where is the depot and starting-place. The line proceeds direct to *Tacony*, 6 miles above Philadelphia, (or to Kensington,) without change of cars; and from the former place, by the steamer JOHN STEVENS, to Philadelphia, landing at the foot of Walnut-st. Time between the cities, usually *five* hours; distance 87 miles. *Fare*, in the first class cars, \$4.00; second class, \$3.00.

**Route from New York to Philadelphia, via Camden and Amboy Railroad Line.**—Passengers leave New York, in the new and elegant steamer JOHN

POTTER, at 12 M., (Sundays excepted,) from pier No. 2, N. R., and are conveyed to South Amboy, 28 miles ; from thence, proceed by the newly-constructed and convenient cars, over the Camden and Amboy Railroad to Camden, 62 miles ; thence cross the Delaware river by steamboat, landing at Walnut-st. Wharf, Philadelphia. *Fare*, by first class cars, \$3.00 ; second class, \$2.50.

**New Jersey Railroad and Transportation Company.**—Passengers will leave from the foot of Cortlandt-st. as follows :

**New York and Newark.**—Cars leave New York daily, at 6, 8, 9, 10, and 11½ A. M., and 1, 2, 3½, 4, 5, 6, 7½ P. M., and on Wednesday nights at 11½. *Returning*, cars leave Market-st. depot, Newark, at 6.40, 7½, 8, 8½, 9, 10½ A. M., 12 M., 12½\*, 2, 4, 5½, 7, 8.10, P. M., and on Wednesday nights at 11 o'clock.

*On Sundays*—Leave New York at 9 A. M. and 4½ P. M. *Returning*—Leave Newark at 11¼\* A. M., and 8.10 P. M.

**New York and Elizabethtown.**—Cars leave New York at 6 and 9 A. M., and 1, 2, 5, and 6 P. M. *Returning*—Leave Elizabethtown at 6.05\*, 7¼, 8¼, 10¼\* A. M., 2.40\*, 3.40, and 7.55, P. M.

*On Sundays*—Leave New York at 9 A. M. and 4½ P. M. *Returning*—Leave Elizabethtown at 11\* A. M. and 7.55\* P. M.

**New York and Rahway.**—Cars leave New York at 6 and 9 A. M., and 1, 2, 5, and 6 P. M. *Returning*—Leave Rahway at 5¾, 7, 8, 10\*, A. M., and 12½\*, 3½, 7.40\* P. M.

NOTE.—Those marked thus ( \* ) leave upon the arrival of the trains.

On *Sundays*—Leave New York at 9 A. M. and 4½ P. M. *Returning*—Leave Rahway at 10¾\* A. M. and 7.40\* P. M.

**New York and New Brunswick.**—Cars leave New York at 6 and 9 A. M., and 1 and 5 P. M. *Returning*—Leave New Brunswick at 5, 7.20, and 9½\* A. M., 12 M., and 7¼\* P. M.

On *Sundays*—Leave New York at 9 A. M. and 4½ P. M. *Returning*—Leave New Brunswick at 10\* A. M. and 7¼\* P. M.

Fare from New York to Newark 25 cts.; Elizabethtown and Rahway 31¼ cts.; New Brunswick 50 cts. By the through trains the fare is something higher.

**Fare in the Day Lines**, (except Philadelphia and Trenton.)—To or from New York and Newark, 25 cts.; Elizabethtown, 31¼; to or from New York and Rahway, 31¼; New Brunswick, 50.

Passengers who procure their tickets at the ticket-office receive a ferry ticket gratis, the 8¼ train from Newark and Wednesday night extra line excepted. Tickets are received by the conductor only on the day when purchased.

**Paterson Railroad**, (Depot Jersey City.)—Trains arrive from, and depart for Paterson, several times daily. *Fare* 50 cents.

Stages leave Paterson twice daily for Little Falls, on Mondays, Wednesdays, and Fridays, on arrival of 1st train from New York for Hamburg, via Pompton, Newfoundland, and Deckertown.

**Ramapo Railroad.**—This road (recently opened) unites the Paterson and New York and Erie Railroads. Passengers for places on the latter road will leave New

York from the foot of Cortlandt-st, crossing the ferry, and taking the cars at the Paterson depot. The trains arrive and depart twice daily.

**Morris and Essex Railroad.**—Passengers cross the ferry to Jersey City, there take the cars to Newark, thence to Morristown and intermediate places. *Fare* to Morristown \$1.00; distance 31 miles.

On arrival of 1st train from New York, stages leave Morristown for Schooley's Mountain, Washington, Belvidere, and Easton; for Owego, Milford, Newton, Stanhope, and Succasunna, *Mondays, Wednesdays, and Fridays*; for Rockaway, Dover, Sparta, and Newton, *Tuesdays, Thursdays, and Saturdays*; for Basking Ridge every evening.

Passengers go through to and from Jersey City without changing cars. On leaving the city, passengers will deposit their baggage in the car at the foot of Cortlandt-st., where an agent will be in attendance to receive it.

**Elizabethtown and Somerville Railroad.**—This road is now opened to *White House*, 10 miles from Somerville, reducing the staging to Easton, Pa., 25 miles. Passengers leave New York from the foot of Cortlandt-st. daily, by steamboat, for Elizabethport, at which place is the eastern terminus of the railroad. Those for Easton, Wilkesbarre, Allentown, Mauch Chunk, Pa., and for Flemington, Clinton, Jacksonville, N. J., will take the 9 A. M. train from New York.

**New York and Erie Railroad.**—Passengers leave New York from the foot of Duane-st., N. R., at 7 A. M. and 4 P. M., by steamboat, and are conveyed to Piermont, 24 miles up the river, to the commencement of

the N. Y. and Erie Railroad; from thence proceed in the cars to Binghamton, the present termination of the road, via Blauveltville, Clarkstown, Spring Valley, Monsey, Sufferns, Ramapo, Monroe Works, Turners, Monroeville, Oxford, Chester, Goshen, New Hampton, Middletown, Howells, Otisville, Port Jervis, Deposit, Great Bend, &c. *Fare* to Port Jervis \$1.75, and to Binghamton \$4.50.

**New York and Harlem Railroad.**—Cars leave the City Hall, New York, for Harlem, Fordham, White Plains, Croton Falls, Dover Plains, and intermediate places, several times daily.

The trains for *Harlem* and *Morrisania*, leaving City Hall at 7½, 8½, 10½, 12, 2, 3, 5, and 6¼, and from *Morrisania* and *Harlem*, at 6½, 8½, 9½, 11½, 1½, 3, 4, and 6, WILL STOP to land and receive passengers at 27th, 42d, 51st, 61st, 79th, 86th, 109th, 115th, 125th, and 132d streets.

The 7 A. M. and 3½ P. M. trains from *New York* to *Dover Plains*, and the 7½ A. M. and 2¾ P. M. trains from *Dover Plains*, WILL NOT STOP between Croton Falls and New York, except at Mechanicsville, New Castle, Pleasantville, White Plains, Tuckahoe, Williams' Bridge, and Fordham.

On arrival of trains, stages leave Harlem for Maccomb's Dam, High Bridge, Carmanville, Kingsbridge, and Manhattanville; Bedford for Bedford Village and Poundridge, fare 25c.; Williams' Bridge for E. Chester, W. Farms, W. Chester, Pelham, New Rochelle, and Mamaroneck, 25c.; Mechanicsville for Cross River, 37c.; South Salem, 50c.; and Ridgefield, 62c.; Croton Falls daily, (Sundays excepted,) on arrival of 8 A. M.

and 2½ P. M. for Danbury, 50c., Sodom 25c., Bethel 50c., Mill Plain 37c., Mill Town 37c., Lake Mahopac 25c., Somerstown 10c., and Tuesdays, Thursdays, and Saturdays, for Patterson 62c., and Paulings 87c.; Williams' Bridge for Yonkers, 25c.; Hart Purdy's for Ridgebury, 87c., North Salem 25c., Salem Centre 25c. Transient stages at White Plains for Port Chester and Rye; Croton Falls for Dover Plains Tuesdays, Thursdays, and Saturdays; return Mondays, Wednesdays, and Fridays.

Fare to *Harlem*, 8 miles, 12½ cents. To *Fordham*, 13 miles, 20 cents. To *Williams' Bridge*, 14½ miles, 25 cents. To *White Plains*, 27 miles, 50 cents. To *Croton Falls* and *Somers*, 53 miles, \$1.00.

**Long Island Railroad.**—The depot of this road is in Atlantic-st., Brooklyn, adjoining the South Ferry. The cars run to Greenport and intermediate places daily, (Sundays excepted.)

Stages from Jamaica for Rockaway, fare 50c.; Branch for Roslyn, 37c.; Hicksville for Cold Spring, Huntington, and Oyster Bay, north and south, from 25 to 50c.; Deer Park for Coram and Babylon; Thompson for Islip and Mechanicsville; Medford Station for Patchogue and Port Jefferson; Yaphank for Milville and Carman; St. George's Manor for Moriches; Riverhead for Quog and the Hamptons.

Fare from Brooklyn to *Jamaica*, 12 miles, 25 cents. To *Greenport*, 96 miles, \$2.00. On arrival of the cars at the latter place a steamboat leaves for Sag Harbor.

## STAGE AND OMNIBUS LINES.

**Astoria and Yorkville**, Chatham and Bowery to Yorkville and Hell-gate Ferry, hourly—7 A. M. to 7 P. M.

**Bloomingdale and Manhattanville**, over Tryon Road, hourly, from 7 A. M. to 6 P. M.

**Bull's Head**, 24th-st. and 2d Avenue, through Bowery and Broadway to foot Whitehall, every 5 minutes, from 6 A. M. to 10 P. M.

**Chelsea**, 9th Avenue corner 23d-st. to Bowling Green, every 10 minutes, from 6 A. M. to 10 P. M.

**Dover**, N. J., from 73 Cortlandt-st.

**Dry Dock**, Whitehall, through Grand and Columbia sts. to Dry Dock, every 2 minutes—6 A. M. to 10 P. M.

**Empire**, 6th Avenue corner 23d-st. to foot Whitehall, every 5 minutes, from 6 A. M. to 10 P. M.

**Fulton Ferry**, 7th Avenue corner 19th-st., through Broadway and Fulton-st., every 5 minutes, from 6 A. M. to 10 P. M.

**Greenwich**, 9th Avenue corner 27th-st., through Broadway to Bowling Green, every 5 minutes, from 6 A. M. to 11 P. M.

**Harlem and Yorkville**, Tryon Row to Harlem Bridge, every 15 minutes, from 5½ A. M. to 9 P. M. Also at 11½ P. M.

**Knickerbocker**, 8th Avenue corner 23d-st. to foot Whitehall-st., every 4 minutes, from 6 A. M. to 10 P. M. Connects at 8th Avenue with Bloomingdale stages.

**Madison**, 4th Avenue corner 23d-st. to South Ferry, hourly, from 6 A. M. to 10 P. M.

**Manhattan**, Whitehall, through Bowery, Houston,

and Avenue C to 10th-st., every 5 minutes, from 6 A. M. to 10 P. M.

**Morristown, N. J.**, from 73 Cortlandt-st.

**Murphy & Co's.**, 3d Avenue corner 28th-street, through Bowery and Broadway to foot Whitehall-st., hourly, from 5½ A. M. to 11 P. M.

**Murphy & Co's.**, Tompkins Square, through Bowery and Broadway to foot Whitehall-st., hourly, from 5½ A. M. to 11 P. M.

**Newtown and Flushing, L. I.**, from 340 Pearl-st.

**Peck Slip and Fulton Ferries**, every 10 minutes, from 6 A. M. to 10 P. M.

**People's Line**, Whitehall, through East Broadway and Lewis-st. to Dry Dock, every 5 minutes, from 6 A. M. to 10 P. M.

**People's Line**, Yorkville to Bowery, corner Pell-st., every 15 minutes, from 5 A. M. to 9 P. M.

**Powerville, N. J.**, from 73 Cortlandt-st.

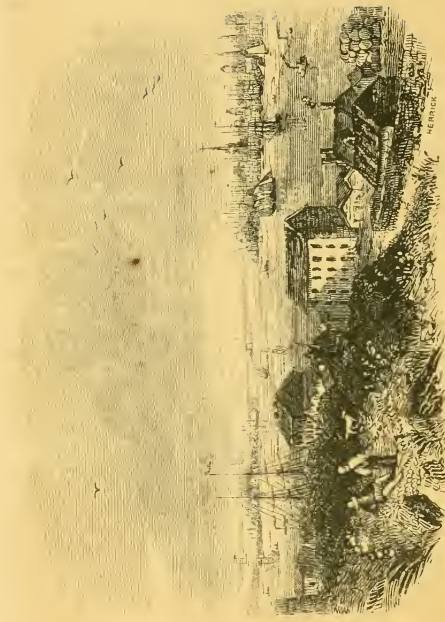
**Roslin, Manhasset, Great Neck, and Little Neck, L. I.**, from 340 Pearl-st.

**Telegraph**, Williamsburgh Ferry to Jersey City Ferry, every 15 minutes, from 6½ A. M. to 9½ P. M.

**Waverly**, 6th Avenue corner 23d-st., through 6th Avenue to 8th-st., down Broadway to foot Whitehall-st., every 4 minutes, from 6½ A. M. to 10 P. M.







View from Brooklyn "Heights."

## PLACES IN THE VICINITY OF NEW YORK.

**Brooklyn**, the second city in the state of New York for population, is situated at the w. end of Long Island, opposite the city of New York, from which it is separated by the East River. The communication between the two places is rendered easy and convenient by *five* steam-ferries, viz.: The *Fulton Ferry*, (which is by far the greatest thoroughfare,) *South Ferry*, *Catharine Ferry*, *Jackson*, or *Navy Yard Ferry*, and the *Hamilton Avenue Ferry*. Two new ferries are about to be established—the *Montague* and the *Bridge-st.* ferries, the former for *foot* passengers only.

The *Fulton Ferry* boats, and also those on the *Catharine Ferry*, run day and night. The boats on the *South Ferry* run from 4½ A. M. to 12½ P. M. The price on each ferry is *two cents* for foot passengers; children half price. Commuters are charged \$10 per annum. The crossing to and fro, on both the *Fulton* and *South* ferries, especially mornings and evenings, is so great as to strike a stranger with astonishment. Three boats constantly ply at the same time on each, and the time occupied is usually from four to six minutes.

Brooklyn is laid out with considerable regularity, the streets, with the exception of *Fulton*, being generally straight, and crossing each other at right angles. Many of them are shaded with fine trees, which, in the summer season, impart to the city the freshness and gayety of a country town. It is this, with the purity of its atmosphere, and the facilities afforded for reaching the great metropolis, that has made this place increase so

rapidly in wealth and population. Most of the houses are well built, and many are distinguished for chasteness and elegance of architectural design.

The ground on which the city is built is more elevated than the opposite shore. The "Heights," on the East River, present a bold front, 70 feet above tide-water, affording a delightful view of New York, its harbor, the islands in the bay, and the shore of New Jersey.

The shores, where not defended by wharves, undergo continual and rapid changes by the velocity of the current in the East River. Governor's Island was formerly connected with Brooklyn at Red Hook Point; and previous to the Revolution, cattle were driven from the Hook to the Island, then separated by a narrow and shallow passage called Buttermilk Channel, which is now wide and deep enough for the passage of merchant vessels of the largest size.

Brooklyn was incorporated as a village in April, 1806, and as a city, with greatly extended limits, on the 8th of April, 1834. It is divided into nine wards, and is governed by a mayor and a board of 18 aldermen, two from each ward, annually elected.

The population of Brooklyn increased from 1830 to 1840, at the rate of 57 per cent. for each five years, and from 1840 to 1845, it was 64 per cent. The latter rate, if applied to 1850, will produce an aggregate population of 95,523; in 1855, 153,377. At the present time (1849) it may be placed at 85,000. The taxable property in 1847 amounted to \$29,365,189, and the amount of taxes the same year was within a fraction of \$250,000.

*Public Buildings.*—Of these the most prominent is the new *City Hall*, situated on a triangular piece of ground, bounded by Court, Fulton, and Joralemon sts. It is constructed of white marble, from the quarries of Westchester county, in the Ionic style of architecture. It is 162 by 102 feet, and 75 feet in height to the top of the cornice, and is surmounted by a cupola, the top of which, from the street, is 153 feet. The interior contains rooms for the various departments of business connected with the city and county. It cost about \$200,000.—The *Jail*, a substantial building erected in 1837, is situated in the eastern part of Brooklyn, near Fort Greene.—The *Lyceum*, in Washington-st., corner of Concord, is a fine granite building, with a spacious and commodious lecture-room.—The *City Library* contains a large number of valuable literary and scientific works.—The *Savings Bank* is in an elegant new building, on the corner of Fulton and Concord sts.—The *Brooklyn Female Academy*, a spacious building, is in Joralemon-st., near Clinton.

*Churches.*—The following is a list of the principal churches of different denominations in Brooklyn.

#### EPISCOPAL.

*St. Ann's*, Sands and Washington sts.

*St. John's*, Johnson-st.

*St. Luke's*, Clinton Avenue.

*St. Thomas's*, Navy-st.

*Trinity Church*, Clinton-st.

*Calvary Church*, Pearl-st.

*Christ's Church*, Clinton-st., corner of Harrison.

*Grace Church*, Columbia-st. near Remsen.  
*Emanuel Church*, Sydney Place.

## PRESBYTERIAN.

*First Church*, (Old School,) Fulton-st., corner of Pine-Apple.

*First Church*, (New School,) Henry-st.

*Second Church*, Clinton-st.

*Third Church*, Jay-st.

*Fifth Church*, Willoughby-st.

*South Church*, Clinton-st.

*Wallabout Church*.

## METHODIST.

*Sands Street Church*, Sands-st.

*Washington Street Church*, Washington-st.

*Centenary Church*, Johnson-st.

*Ebenezer Church*, Franklin Avenue.

*Pacific Street Church*, Pacific-st.

*Primitive Methodist Church*, Bridge-st.

## DUTCH REFORMED.

*First Church*, Joralemon-st.

*South Church*, Eighteenth-st.

*Central Church*, Henry-st.

## BAPTIST.

*First Church*, Nassau-st.

*South Church*, Livingston-st.

*Pierpont Street Church*, Pierpont-st.

## CONGREGATIONAL.

*Church of the Pilgrims*, Henry-st., corner Remsen.  
*Free Congregational*, Laurence-st.

## ROMAN CATHOLIC.

*St. Paul's Church*, Court-st.  
*St. James's Church*, Jay-st.

## UNITARIAN.

*Church of the Saviour*, Pierpont-st.

## UNIVERSALIST.

*First Church*, Fulton and Pine-Apple sts.

*The United States Navy Yard* is situated on the s. side of Wallabout Bay, in the northeastern part of Brooklyn, and occupies about 40 acres of ground, enclosed on the land side by a high wall. There are here two large ship-houses for vessels of the largest class, with workshops, and every requisite necessary for an extensive naval depot. The *United States Naval Lyceum*, an interesting place, also in the Navy Yard, is a literary institution, formed in 1833, by officers of the navy connected with the port. It contains a splendid collection of curiosities, and mineralogical and geological cabinets, with numerous other valuable and curious things worthy the inspection of the visiter. On the opposite side of the Wallabout, half a mile east of the Navy Yard, is the *Marine Hospital*, a fine building, erected on a commanding situation, and surrounded by upwards of 30 acres of well-cultivated ground.

At the Wallabout were stationed the Jersey and

other prison-ships of the English during the Revolutionary war, in which it is said 11,500 American prisoners perished from bad air, close confinement, and ill-treatment. In 1808, the bones of the sufferers, which had been washed out from the bank where they had been slightly buried, were collected, and deposited in 13 coffins, inscribed with the names of the 13 original states, and placed in a vault beneath a wooden building erected for the purpose, in Hudson Avenue, opposite Front-st., near the Navy Yard.

*The U. S. Dry Dock at Brooklyn Navy Yard.*—This immense national work which is now in process of construction at the Navy Yard, Brooklyn, will, for strength, magnitude, and mechanical skill, surpass any similar work in the country. It is to be completed and ready for vessels by the 1st July, 1850. The entire cost is estimated at \$1,450,000.

The foundation is 400 feet in length by 114 in width, and rests on 8,283 piles, averaging 16 inches in diameter and 32½ feet long. The tops of these piles are wedged into one solid mass by a filling of concrete, and by a layer of heavy pine timber trunneled upon them. Over this are alternate layers of timber fastened in the most solid manner and filled in with concrete, 12,000 tons of which are used for this purpose—the whole forming a foundation of 8 feet, upon which rests the granite bed of the Dock, 5 feet thick. The bottom of the chamber is 276 feet long by 30 feet wide.

The chamber of the Dock will be 307 feet long and 98 feet wide at the top, with 26 feet of water on the mitre sills (against which the gates close) at mean high tide. The least width between the quoins of the



swinging gates is 66 feet ; and taking the whole length to the outer floating gate, a vessel 340 feet between her perpendiculars, and 66 feet in width, can be docked.

The entrance upon the East River will be closed by a floating gate, between which and the massive swinging gates there is a chamber between 30 and 40 feet in length, in which the latter move, closing against a mitre sill of immense blocks of granite. These form a horizontal arch, supported by the foundation and the inverted elliptical arch of the head of the Dock. Immediately within, on either side, are the discharging culverts, which extend the whole length of the Dock to the rear, where they unite and will communicate with the pumps of the steam-engine. The floor of the Dock descends 15 inches towards the mouth of the culverts.

The entire quantity of masonry in the Dock will amount to 68,000 tons. It will hold 600,000 cubic feet of water, which it is calculated to pump out in three hours. The engine-house and machine-shop, not yet built, will be 300 feet in length, containing a Cornish engine of the largest kind, having 12 feet stroke, and working four pumps of 50 inches diameter. The filling culverts have the same entrance into the Dock as the discharging ones, and extend through the masonry to the river, which they strike just below low-water mark.

*The Atlantic Dock*, about a mile below the South Ferry, is a very extensive work, and worthy the attention of strangers. The Hamilton Avenue Ferry, near the Battery, lands its passengers close by. The company was incorporated in May, 1840, with a capital of \$1,000,000. The basin within the piers contains 42½ acres, with sufficient depth of water for the largest

ships. The piers are furnished with many spacious stone warehouses.

*Greenwood Cemetery* is in the s. part of Brooklyn, at Gowanus, about three miles from the Fulton Ferry, at which place visitors take the stages, which leave hourly, for the Cemetery. *Fare* 12½ cents. Another way to Greenwood is by the new ferry at Whitehall, which lands its passengers in the vicinity of the Cemetery, on a pier of great length jutting out from the shore: carriages run from the landing-place to the Cemetery, carrying passengers at a trifling charge.

This Cemetery was incorporated in 1838, and contains 242 acres of ground, about one-half of which is covered with wood of a natural growth. It originally contained 172 acres, but recently 70 more have been added by purchase, and brought within the enclosure. Free entrance is allowed to persons on foot during week-days, but on the Sabbath none but proprietors of lots and their families, and persons with them, are admitted; others than proprietors can obtain a permit for carriages on week-days. These grounds have a varied surface of hills, valleys, and plains. The elevations afford extensive views; that from Ocean Hill, near the western line, presents a wide range of the ocean, with a portion of Long Island. Battle Hill, in the n. w., commands an extensive view of the cities of Brooklyn and New York, the Hudson river, the noble bay, and of New Jersey and Staten Island. From the other elevated grounds in the Cemetery there are fine prospects. Greenwood is traversed by winding avenues and paths, which afford visitors an opportunity of seeing this extensive Cemetery, if suf-

ficient time is taken for the purpose. Several of the monuments, original in their design, are very beautiful, and cannot fail to attract the notice of strangers. Those of the Iowa Indian princess, Dohumme, and the "mad poet," McDonald Clarke, near the Sylvan Water, are admirable.

Visitors by keeping the main avenue, called *The Tour*, as indicated by *guide-boards*, will obtain the best general view of the Cemetery, and will be able again to reach the entrance without difficulty. Unless this caution be observed, they may find themselves at a loss to discover their way out. By paying a little attention, however, to the grounds and *guide-boards*, they will soon be able to take other avenues, many of which pass through grounds of peculiar interest and beauty.

"In Greenwood, are quiet dells, nestling little lakes in their bosoms, shaded by locusts and willows from the sun, made cool by the sea breezes, and musical by the songs of birds; or you may loiter in a village of graves, as it were, with hundreds of visitors, like yourself, poring over sculptured tokens of affection."

These delightful grounds now attract much attention, and have already become a place of great resort, and they will continue yearly to attract additional crowds of visitors, as their beauties become more generally known, and the ties more extended that bind many in the surrounding country and neighboring cities, to the once-loved—not, to the eyes of Faith and Affection, dead, but sleeping—forms of those who lie in this beautiful resting-place of the departed.

WILLIAMSBURG, is situated on Long Island, opposite the northeast part of New York, from which it is sepa-

rated by the East River. This place, which, as well as Brooklyn, has become the residence of numbers doing business in New York, is increasing rapidly in wealth and population. At the present time its population is not less than 15,000. It is connected with New York by three steam-ferries, the boats on which ply at regular intervals. *The ferriage is from 3 to 4 cents each way.*

ASTORIA, a flourishing village six miles N. E. of the city, has a fine location, being situated on the East River near "Hurl Gate." It has become a favorite residence for persons from New York.

FLUSHING, at the head of Flushing Bay, five miles from Long Island Sound by water, and nine miles from the City Hall, New York, is a favorite place of resort for the inhabitants of that city and of Brooklyn. The ride from the latter place is delightful: from the former it is reached by steamboat, one plying between the two places at regular intervals,—affording, during the summer season, a delightful, though short, aquatic excursion to one of the most inviting places in the vicinity of the city. Flushing is celebrated for its nurseries, and thousands are every season attracted thither, who love to revel among the beautiful creations of the Floral world, which are here to be seen in greater variety and on a larger scale than, perhaps, at any other place in the country. There are four considerable nurseries in the town. Of these, the establishment of Parsons & Co. is, we believe, the most extensive, covering, as it does, about 70 acres. The other establishments are those of Winter & Co., King & Ripley, and W. R. Prince. The latter gentleman claims, we believe, for his nursery the

title of the "Linnean Botanic Garden;" but the garden formerly cultivated by his father under that appellation, and which gained such celebrity during his lifetime, is the one now owned by Winter & Co. The trees, &c., the produce of these gardens, are in demand, not only for every part of the Union, but also for Europe. *Visitors have free access to these gardens on all days, (Sundays excepted.)*

JAMAICA, situated on the railroad, and on the turnpike road leading from Brooklyn to Hempstead, is a neat and pleasant village, approached by roads running through a district highly cultivated, and richly adorned with productive farms and splendid country-seats. This village is a great resort for persons from the neighboring cities, the railroad rendering the communication easy and convenient.

ROCKAWAY BEACH, a celebrated and fashionable watering-place, on the Atlantic sea-coast, is in a s. e. direction from New York. The *Marine Pavilion*, a splendid establishment, erected in 1834, upon the beach, a short distance from the ocean, is furnished in a style befitting its object as a place of resort for gay and fashionable company. There is another hotel here which is well kept; also several private boarding-houses, where the visiter, seeking pleasure or health, may enjoy the invigorating ocean breeze, with less parade and at a more reasonable cost than at the hotels. The best route to Rockaway is by the Long Island Railroad to Jamaica, 12 miles, 25 cents; thence by stage eight miles, over an excellent road, to the beach, 50 cents.

FLATBUSH, about five miles from Brooklyn, FLAT-

LANDS eight, GRAVESEND, ten miles, are small but handsome places. The shores of the latter place abound with clams, oysters, and water-fowl, and are much resorted to.

CONEY ISLAND, belonging to the town of Gravesend, is five miles long and one broad, and is situated about 12 miles from New York. It has a fine *beach* fronting the ocean, and is much frequented for sea-bathing. On the N. side of the Island is an hotel. Steamboats ply regularly between the city and Coney Island during the summer season. *Fare* 12½ cents each way.

FORT HAMILTON, one of the fortifications for protecting the harbor of New York, is situated at the "Narrows," about seven miles from New York. There is here an extensive hotel or boarding-house, for the accommodation of visitors. The Coney Island boat stops at Fort Hamilton to land and receive passengers. *Fare* 12½ cents.

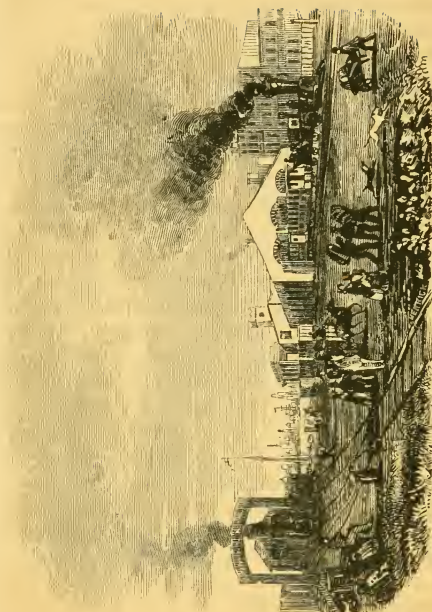
BLOOMINGDALE is a neat village, five miles from the City Hall, on the left bank of the Hudson. Here is the Orphan Asylum. MANHATTANVILLE, two miles north of the latter place, contains the Lunatic Asylum, which occupies a commanding situation.

YORKVILLE is five miles N. of the City Hall: the cars pass through it many times daily. In this vicinity is the Receiving Reservoir of the Croton Water-works, containing 35 acres, enclosed by a high, substantial wall.

HARLEM, eight miles from the City Hall, is a suburb of New York, and is quite a manufacturing place. It can be reached from the city by the cars, many times daily. Harlem was founded by the Dutch, in 1658,

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*Paterson Depot.* View in Jersey City. *[Philadelphia Depot.]*



with a view to the amusement and recreation of the citizens. The following is from an ancient Dutch record. "The Governor and Council, desirous to form a new village at the end of Manhattan Island, proposed to settlers grants of land of 45 acres each, at 13 shillings the acre, free from tithes for 10 years, and to assign 15 soldiers for their defence; to erect a sub-court of justice when there should be 25 families established; to provide a clergyman, half of whose salary should be paid by the government; and to make a road to the city by the company's negroes."

JERSEY CITY is situated on the west bank of Hudson River, opposite New York, and is connected with that city by a steam-ferry, over a mile in length, the boats on which are constantly plying. According to the census of 1843, its population was 3,750, being an increase of 700 since 1840. At the present time (1849) it is about 12,000. It has become an important place, as a diverging point for the great routes connecting the North with the South. It is also the starting-place of the Paterson Railroad, which has its depot here. The Morris Canal, uniting the Delaware and Hudson rivers, and which is 101 miles long, terminates at this place.

Jersey City is now the station for the new line of British steamships sailing between New York and Liverpool. The Cunard dock, built at the foot of Grand-st., cost upwards of \$80,000.

NEWARK, 9 miles from Jersey City, 51 from Trenton, and 78 from Philadelphia, is situated on the Passaic river, and is the most populous and flourishing place in the state of New Jersey. At the present time (1849) it contains 36,000 people. The city, which is elevated

some 40 feet above the river, is regularly laid out with broad and straight streets, many of which are bordered by lofty and elegant shade-trees, and contains two large and handsome public squares. It is well built, and presents a very fine appearance, many of the dwellings being large, and finished in a superior style. The courthouse, in the north part of the city, is built of brown freestone, in the Egyptian style of architecture. The city is well supplied with pure water, brought from a copious spring more than a mile distant.

Newark contains numerous churches, some of which have great architectural beauty, three banks, an apprentices' library, a circulating library, with literary and scientific institutions, &c. It is very extensively engaged in manufactures, a great part of which is sent to distant markets. In 1840, the capital invested in this species of industry amounted to upwards of \$1,500,000. In two articles alone, that of carriages and leather, there was \$500,000 invested, employing many hundreds of workmen. The commerce of Newark is also considerable, there being owned here upwards of 70 vessels, of 100 tons each. The *Morris Canal* runs through the city. The cars of the New Jersey Railroad, on the route between New York and Philadelphia, pass through it twice daily, in each direction, and those also from Jersey City arrive and depart several times daily. *Fare* 25 cents. A steamboat also plies between Newark and New York.

ELIZABETHTOWN, on the New Jersey Railroad, 5 miles from Newark, 14 from New York, and 46 from Trenton, is situated on a creek,  $2\frac{1}{2}$  miles from its entrance into Staten Island Sound. It is a beautiful town, regu-

larly laid out with broad streets, and contains a court-house and other public buildings, with saw-mills, oil-cloth factories, tanneries, &c. Population about 3,000. The railroad from Elizabethport to Somerville passes through this place. It extends 26 miles to *Somerville*, which is 40 miles from New York.

RAHWAY, situated on both sides of Rahway river, contains about 2,500 inhabitants, and several manufacturing establishments, which are in daily operation. The manufactures consist of silk printing, carriages and carriage furniture, hats, shoes, clocks, earthenware, and cotton goods.

NEW BRUNSWICK, 31 miles from New York, 29 from Trenton, and 56 from Philadelphia, is situated at the head of steamboat navigation on the Raritan river, and 15 miles from its entrance into Raritan Bay at Amboy, by the course of the river. This is the seat of *Rutgers College* and school, founded in 1770. The streets on the river are narrow and crooked, and the ground low; but those on the upper bank are wide, and many of the dwellings are very neat and elegant, surrounded by fine gardens. From the sitê of Rutgers College on the hill, there is a wide prospect, terminated by mountains on the north, and by Raritan Bay on the east. The *Delaware and Raritan Canal* extends from New Brunswick to Bordentown on Delaware river. It is 75 feet wide and seven deep, admitting the passage of sloops of 75 or 100 tons burden, is 42 miles long, and has 14 locks, and 117 feet of lockage, the locks being 110 feet long and 24 wide. The entire cost was about \$2,500,000.

STATEN ISLAND, the landing-place at which is about

five miles from New York, and fronting the Quarantine Ground, has a fine situation, commanding a splendid view of the beautiful bay, Long Island, &c. There are here hotels and boarding-houses, for the reception of visitors. Steamboats leave New York several times daily, from the foot of Whitehall-st., at the Battery. *Fare* 12½ cents. *New Brighton, Port Richmond*, and the *Sailor's Snug Harbor*, an asylum for superannuated seamen, are situated on the north part of the Island. Steamboats leave daily from the foot of Battery Place.

LONG BRANCH, situated on the eastern coast of New Jersey, 32 miles from the city of New York, is a popular place of resort for those fond of seashore recreation, and where a pure and invigorating atmosphere is always to be found.

The OCEAN HOUSE, a hotel of the first order, a short distance north from Long Branch, is a place where, during the oppressive heat of summer, a greater degree of real comfort can be enjoyed than, perhaps, at the more fashionable watering-places. The sea-breeze, which is constant here as well as at Long Branch, and the convenient surf-bathing, have an almost magic effect in restoring the exhausted energies of the human frame; while a view of that grandest of objects, the Ocean, which is here spread out before you—now gently undulating in dalliance with the breeze, and now upheaved by the tempest—has an equally salutary effect on the animal spirits. There is admirable sport in this vicinity for the angler. The Shrewsbury river on the one side, and the ocean on the other, swarm with all the delicate varieties of fish with which our markets abound.

SHREWSBURY, RED BANK, and TINTON FALLS, in the vicinity of the above, are also places of great resort.

HOBOKEN, a popular place of resort for the citizens of New York, is situated on the Jersey shore opposite to that city. The walks, which are shaded by trees, extend for about two miles along the bank of the river, terminating with the Elysian Fields.

WEEHAWKEN, on the Jersey side, is about two miles north from Hoboken.

BULL'S FERRY, six miles from New York, is a place of considerable resort during the summer season. It is connected with New York by a ferry. *Fare* 12½ cents.

FORT LEE, on the west side of the river, 10 miles above the city, is situated on the brow of the Palisades. The fort—the site of which is about 300 feet above the water—was the scene of important military operations during the Revolutionary war. A large body of American militia stationed here, in attempting to retreat, were overpowered by a vastly superior force, consisting chiefly of Hessians, when they were either slain or consigned to the prison-ship—a fate more terrific than death itself. A ferry connects it with New York. *Fare* 12½ cents.

PATERSON, an important manufacturing town, is situated in New Jersey, on the Passaic river, near the great falls. By a dam in the river, four and a half feet high, and a canal around the falls, a vast water-power is created, sufficient for the supply of numerous manufactories. The Morris Canal passes a little to the south of the city. The *Passaic Falls* are celebrated for their picturesque beauty. The amount of water, however,

taken from the river for manufacturing purposes, has greatly diminished their fine effect.

### PACKET DIRECTORY.

*Alexandria*, weekly, 110 Wall-st.

*Apalachicola*, 84 South-st.

Every 10 days, 38 South-st.

*Baltimore*, New Line, Wed. and Sat., 108 Wall-st.

Regular Line, Wed. and Sat., 120 Wall-st.

Union Line, every Saturday, 40 South-st.

*Boston*, New England Line, semi-weekly, 25 South street.

Commercial Line, semi-weekly, foot Maiden Lane.

Tremont Line, semi-weekly, 38 South-st.

Lewis Line, semi-weekly, 26 South-st.

*Chagres*,

*Charleston*, Steamship, every Saturday, 48 South-st.

Commercial Line, every Wednesday, 67 South-st.

Union Line, weekly, 88 South-st.

*Derby*, Steamboat Line, semi-weekly, 40 South-st.

*Galveston*, Texas Line, 91 Front-st.

*Georgetown*, weekly, 110 Wall-st.

*Glasgow*, 1st and 15th, 87 South-st.

*Havana*,

*Havre*,

Union Line, 8th, 16th, and 24th, 22 Broad-st.

1st and 15th, 88 Wall-st.

*Hartford*, Trans. Line, Tu. and Fri., 40 South-st.

*Key West*, 84 South-st.

*Liverpool*, Cunard Line, (steamers,) D. Brigham, Jr.,  
Agent, 6 Wall-st., sail every Wednesday.

New York and Liverpool, 6th, '78 South-st.

*Ocean Steam Navigation Company.*—The steamers Washington and Herman will sail regularly once a month.

Old Line Liverpool, 1st and 16th, 38 Burling Slip.

The New Line Liverpool, 21st, 87 South-st.

New Line Liverpool, 26th, 56 South-st.

Black Star, weekly, 275 Pearl-st.

*London*, 1st, 8th, 15th, and 24th, '70 South-st.

1st, 8th, and 24th, '70 South-st.

*Mobile*, City Line, every 10 days, 110 Wall-st.

*New Orleans*, Holmes' Line, every Monday, 85 South-st.

Merchants' Line, weekly, 67 South-st.

Stanton Line, every 10 days, 61 South-st.

New Line, weekly, 120 Wall-st.

New York Line, weekly, 115 Wall-st.

*Norfolk*, Bedell's Line, every Saturday, 100 Wall-st.

*Norwich*, Propeller Line, tri-weekly, 40 South-st.

*Petersburg*, Old Line, every Monday, 153 Maiden Lane.

*Philadelphia*, Old Line, every 3 days, 42 Front-st.

Swiftsure Line, every day, 40 South-st.

*Providence*, Union Line, semi-weekly, foot Maiden Lane.

*Richmond*, Old Line, 134 Front-st.

*Savannah*, weekly, 186 Front-st.

Old Line, weekly, 67 South-st.

New Line, weekly, 96 Wall-st.

Brig Line, every Monday, 110 Wall-st.

*Wilmington, N. C.*, New Line, weekly, 159 Front-st.

Regular Line, '72 Wall-st.

*Worcester*, Propeller Line, tri-weekly, 40 South-st.

## RATES OF POSTAGE.

The following are the rates of postage under the law of the 3d of March, 1849 :

*Letters*, not exceeding half an ounce, nor over 300 miles, 5 cents ; over 300 miles, 10 cents. Over half an ounce, and not exceeding an ounce, double these rates. Any fractional excess over half an ounce is always counted as an ounce.

*Ship Letters*, delivered where received, 6 cents ; if conveyed by mail, 2 cents added to the usual postage. On letters deposited in a post-office for ship, 1 cent.

*Handbills, Circulars, and Advertisements*, not exceeding one sheet, unsealed, any distance, 3 cents, *prepaid*.

*Newspapers*, sent from the office of publication, not exceeding 1,900 square inches, under 100 miles, or within the State, 1 cent ; over 100 miles, and out of the State, 1½ cents. Over 1,900 square inches, the same rates as pamphlet-postage. Transient newspapers the same rates, *prepaid*.

*Pamphlets* of all descriptions, not exceeding one ounce, 2½ cents a copy ; for each additional ounce, 1 cent. A fractional excess less than a half ounce is not counted ; if a half ounce or more, it is counted as an ounce.

*Drop Letters*, two cents. Letters advertised are charged the cost of advertising, not to exceed 4 cents. Letter-carriers in cities, receive on letters not over 2 cents ; on newspapers and pamphlets, half a cent. *Way Letters*, 1 cent extra.

FOREIGN AND SEA POSTAGE.—*Letters*.—For the United States territories on the Pacific, for a single half ounce



or less, 40 cents, prepaid or not. For Havana 12½ cents, Chagres 20 cents, Panama 30 cents, prepaid.

The whole postage from any post-office in the United States, to or from Great Britain or Ireland, by American or English mail-steamers, for a single half ounce or less, 24 cents, prepaid or not.

For Bremen, by American steamers, 24 cents a single half ounce or less, prepaid or not—the usual inland postage to be added.

For other foreign countries, if sent by British steamers, United States inland postage, any distance, 5 cents a single half ounce, 10 cents an ounce, prepaid.

If sent by American steamers, to go through the British mail, the whole postage, from any United States post-office, is 21 cents a single half ounce, prepaid. If sent by American steamers, all letters for France, Holland, the Netherlands and Spain, must be prepaid.

*Newspapers and Pamphlets.*—Sea postage 3 cents, besides inland postage, both prepaid. But to or from Great Britain or Ireland, the total postage from any United States post-office, on a newspaper, 2 cents, and on a pamphlet, 1 cent for each ounce or fractional excess, both prepaid. Sea postage on price-currents, 3 cents, with inland postage added.

## DIRECTORY TO EXPRESSES.

Place of Destination.	Name of Company.	Offices.	Time of Departure.
Albany	Wells & Co.	10 Wall	4 $\frac{1}{2}$ P.M.
Amherst	Adams & Co.	16 Wall	3 $\frac{1}{2}$ P.M.
Amherst	Gay & Co.	1 Wall	3 $\frac{1}{2}$ P.M.
Amsterdam	Wells & Co.	10 Wall	4 $\frac{1}{2}$ P.M.
Auburn	Wells & Co.	10 Wall	4 $\frac{1}{2}$ P.M.
Augusta, Me.	Gay & Co.	1 Wall	4 $\frac{1}{2}$ P.M.
Baltimore	Adams & Co.	16 Wall	3 and 4 P.M.
Baltimore	Livingston & Co.	6 Wall	3 and 4 P.M.
Baltimore	Gay & Co.	1 Wall	3 and 4 P.M.
Ballston	Wells & Co.	10 Wall	4 $\frac{1}{2}$ P.M.
Bangor	Gay & Co.	1 Wall	4 $\frac{1}{2}$ P.M.
Batavia	Wells & Co.	10 Wall	4 $\frac{1}{2}$ P.M.
Boston	Adams & Co.	16 Wall	4 $\frac{1}{2}$ P.M.
Boston	Harnden & Co.	6 Wall	4 $\frac{1}{2}$ P.M.
Boston	Gay & Co.	1 Wall	4 $\frac{1}{2}$ P.M.
Bound Brook	Hope	41 Cortlandt	8 $\frac{1}{2}$ A.M., 4 P.M.
Brattleboro'	Adams & Co.	16 Wall	3 $\frac{1}{2}$ P.M.
Brattleboro'	Gay & Co.	1 Wall	3 $\frac{1}{2}$ P.M.
Brooklyn	Pierson	17 Wall	
Brownsville	Adams & Co.	16 Wall	4 P.M.
Brownsville	Gay & Co.	1 Wall	4 P.M.
Buffalo	Wells & Co.	10 Wall	4 $\frac{1}{2}$ P.M.
Canandaigua	Wells & Co.	10 Wall	4 $\frac{1}{2}$ P.M.
Charleston	Adams & Co.	16 Wall	4 P.M.
Charleston	Gay & Co.	1 Wall	4 P.M.
Cincinnati	Adams & Co.	16 Wall	4 P.M.
Cincinnati	Livingston & Co.	6 Wall	3 and 4 P.M.
Cincinnati	Wells & Co.	10 Wall	4 $\frac{1}{2}$ P.M.
Cincinnati	Gay & Co.	1 Wall	4 P.M.
City	Boyd's	45 William	
Cumberland	Livingston & Co.	6 Wall	3 and 4 P.M.
East Brooklyn	Callow	45 Fulton	
Easton	A. D. Hope	41 Cortlandt	8 $\frac{1}{2}$ A.M., 4 P.M.
Elizabethtown	Hope	41 Cortlandt	8 $\frac{1}{2}$ A.M., 4 P.M.
Elizabethtown	Gilmore	6 Wall	4 $\frac{1}{2}$ P.M.
Fall River	Gay & Co.	1 Wall	4 $\frac{1}{2}$ P.M.
Fonda	Wells & Co.	10 Wall	4 $\frac{1}{2}$ P.M.
Farmington	Adams & Co.	16 Wall	4 $\frac{1}{2}$ P.M.
Farmington	Gay & Co.	1 Wall	3 $\frac{1}{2}$ P.M.
Fredericksburg	Adams & Co.	16 Wall	4 P.M.
Fredericksburg	Livingston & Co.	6 Wall	3 and 4 P.M.
Fredericksburg	Gay & Co.	1 Wall	4 P.M.
Genoa	Wells & Co.	10 Wall	4 $\frac{1}{2}$ P.M.

Place of Destination.	Name of Company.	Offices.	Time of Departure.
Georget'n, D. C.	Adams & Co.	16 Wall	4 P.M.
Georget'n, D. C.	Gay & Co.	1 Wall	4 P.M.
Greenfield	Adams & Co.	16 Wall	4½ P.M.
Greenfield	Gay & Co.	1 Wall	3¾ P.M.
Greenport	S. S. Norton	R. R. Depot, } South Ferry }	9 A.M.
Harrisburg	Adams & Co.	16 Wall	4 P.M.
Harrisburg	Livingston & Co.	6 Wall	3 and 4 P.M.
Hartford	Adams & Co.	16 Wall	5½ A.M.
Herkimer	Wells & Co.	10 Wall	4½ P.M.
Jamaica, L. I.	S. S. Norton	R. R. Depot, } South Ferry }	9 A.M.
Lancaster	Adams & Co.	16 Wall	4 P.M.
Lancaster	Gay & Co.	1 Wall	4 P.M.
Little Falls	Wells & Co.	10 Wall	4½ P.M.
Louisville	Adams & Co.	16 Wall	4 P.M.
Louisville	Wells & Co.	10 Wall	4½ P.M.
Louisville	Livingston & Co.	6 Wall	3 and 4 P.M.
Louisville	Gay & Co.	1 Wall	4 P.M.
Meriden, Ct.	Adams & Co.	16 Wall	4 P.M.
Montreal	Virgil & Rice	10 Wall	Mon., 4½ P.M.
Nantucket	Godfrey & } Munro }	6 Wall	4 P.M.
Newark	C. Adams	222 Broadway	12 M., 6 P.M.
Newark	Baldwin	6 Wall	11 A.M., 5 P.M.
Newark	Lewis	16 Wall	
New Bedford	Godfrey & } Munro }	6 Wall	4 P.M.
New Brunswick	Gilmore	6 Wall	4 P.M.
Newburg	Vixen	10 Wall	3½ P.M.
New Haven	Adams & Co.	16 Wall	6 A.M.
Lew London	Adams & Co.	16 Wall	3¾ P.M.
New Market	Hope	41 Cortlandt	8½ A.M., 4 P.M.
Newport	Gay & Co.	1 Wall	3¾ P.M.
Norfolk	Adams & Co.	16 Wall	4 P.M.
Norfolk	Gay & Co.	1 Wall	4 P.M.
Northampton	Adams & Co.	16 Wall	4 P.M.
Norwich	Adams & Co.	16 Wall	3¾ P.M.
Oneida	Wells & Co.	10 Wall	4½ P.M.
Oswego	Wells & Co.	10 Wall	4½ P.M.
Paterson	Van Gieson	6 Wall	M., W., F., 3½ P.M.
Petersburg	Adams & Co.	16 Wall	4 P.M.
Petersburg	Gay & Co.	1 Wall	4 P.M.
Philadelphia	Adams & Co.	16 Wall	3 and 4 P.M.
Philadelphia	Harnden & Co.	6 Wall	3 and 4 P.M.
Philadelphia	Livingston & Co.	6 Wall	3 and 4 P.M.
Philadelphia	Gay & Co.	1 Wall	4 P.M.

Place of Destination.	Name of Company.	Offices.	Time of Departure.
Phoenixville	Livingston & Co.	6 Wall	3 and 4 P.M.
Pittsburg	Livingston & Co.	6 Wall	3 and 4 P.M.
Pittsburg	Gay & Co.	1 Wall	4 P.M.
Port Clinton	Livingston & Co.	6 Wall	3 and 4 P.M.
Portland	Gay & Co.	1 Wall	3½ P.M.
Pottstown	Livingston & Co.	6 Wall	3 and 4 P.M.
Pottsville, Pa.	Livingston & Co.	6 Wall	3 and 4 P.M.
Pottsville, Pa.	Gay & Co.	1 Wall	4 P.M.
Plainfield	Hope	41 Cortlandt	8½ A.M., 4 P.M.
Princeton	Gilmore	6 Wall	4 P.M.
Princeton	Gay & Co.	1 Wall	4 P.M.
Providence	Harnden & Co.	6 Wall	3½ P.M.
Providence	Ewins & Co.	16 Wall	3½ P.M.
Quebec	Virgil & Rice	10 Wall	Mon., 4½ P.M.
Rahway	Gilmore	6 Wall	4 P.M.
Reading, Pa.	Livingston & Co.	6 Wall	3 and 4 P.M.
Reading, Pa.	Gay & Co.	1 Wall	4 P.M.
Richmond	Adams & Co.	16 Wall	4 P.M.
Rochester	Wells & Co.	10 Wall	4½ P.M.
Rome	Wells & Co.	10 Wall	4½ P.M.
Saratoga	Wells & Co.	10 Wall	4½ P.M.
Sag Harbor	S. S. Norton	R. R. Depot, South Ferry	9 A.M.
Savannah, Ga.	Adams & Co.	16 Wall	3 and 4 P.M.
Savannah, Ga.	Gay & Co.	1 Wall	4 P.M.
Schenectady	Wells & Co.	10 Wall	4½ P.M.
Scotch Plains	Hope	41 Cortlandt	8½ A.M., 4 P.M.
Somerville	Hope	41 Cortlandt	8½ A.M., 4 P.M.
Springfield	Adams & Co.	16 Wall	4½ A.M.
St. Louis	Adams & Co.	16 Wall	4 P.M.
St. Louis	Wells & Co.	10 Wall	4½ P.M.
St. Louis	Livingston & Co.	6 Wall	3 and 4 P.M.
St. Louis	Gay & Co.	1 Wall	4 P.M.
Stonington	Harnden & Co.	6 Wall	3½ P.M.
Stonington	Ewins & Co.	16 Wall	3½ P.M.
Syracuse	Wells & Co.	10 Wall	4½ P.M.
Taunton	Davenport & Mason	6 Wall	4 P.M.
Thompson, Ct.	Adams & Co.	16 Wall	4 P.M.
Trenton	Adams & Co.	16 Wall	4 P.M.
Trenton	Gay & Co.	1 Wall	4 P.M.
Troy	Pullen & Co.	10 Wall	4½ P.M.
Unionville	Adams & Co.	16 Wall	4 P.M.
Utica	Wells & Co.	10 Wall	4½ P.M.
Washington	Adams & Co.	16 Wall	3 and 4 P.M.
Washington	Livingston & Co.	6 Wall	3 and 4 P.M.
Washington	Gay & Co.	1 Wall	4 P.M.

Place of Destination.	Name of Company.	Offices.	Time of Departure.
Waterloo	Wells & Co.	16 Wall	4½ P.M.
Watertown	Wells & Co.	10 Wall	4½ P.M.
Waterville	Wells & Co.	10 Wall	4½ P.M.
Westfield	Hope	41 Cornhill	5½ A.M., 4 P.M.
Wheeling	Adams & Co.	16 Wall	3 and 4 P.M.
Wheeling	Livingston & Co.	6 Wall	3 and 4 P.M.
Wheeling	Gay & Co.	1 Wall	
Williamsburg	Hewins	17 Wall	11½ A.M., 3½ P.M.
Williamsburg	Lewis	Peck Slip	11 A.M., 3 P.M.
Wilmington	Gay & Co.	1 Wall	4 P.M.
Wilmington	Adams & Co.	16 Wall	4 P.M.
Windsor, Ct.	Adams & Co.	16 Wall	3½ P.M.
Worcester	Adams & Co.	16 Wall	3½ P.M.

## I O. of O. F. DIRECTORY IN THE CITY.

### SUBORDINATE LODGES.

Clinton Hall—Nassau-st., corner Beekman.

Commercial, 67.....	Tues.	Excelsior, 136.....	Fri.
Merchants, 150.....	Wed.	Orion, 275.....	Sat.
Templar, 235.....	Thurs.		

### 71 Division-st.

Mutual, 57.....	Mon.	Continental, 117.....	Wed.
Empire, 64.....	Mon.	Knickerbocker, 22.....	Thurs.
Mercantile, 47.....	Tues.	Marion, 34.....	Thurs.
United Brothers, 52.....	Tues.	Mt. Vernon, 73.....	Fri.
Howard, 60.....	Wed.		

### National Hall—Canal-st.

Teutonic, 14.....	Mon.	Perseverance, 17.....	Wed.
City, 151.....	Mon.	Metropolitan, 33.....	Thurs.
Gettys, 11.....	Tues.	Oriental, 66.....	Thurs.
Washington, 12.....	Tues.	Fidelity, 57.....	Thurs.
New York, 10.....	Wed.	Germania, 13.....	Fri.
National, 30.....	Wed.		

## 38 Canal-st.

Mariners, 23.....	<i>Mon.</i>	Cohota, 137.....	<i>Wed.</i>
Concorde, 43.....	<i>Tues.</i>	Hospitaller, 295.....	<i>Fri.</i>
Hancock, 49.....	<i>Thurs.</i>		

## 411 Broadway.

Hinman, 107.....	<i>Mon.</i>	Crystal, 315.....	<i>Thurs.</i>
Eureka, 177.....	<i>Tues.</i>	Sincerite, 233.....	<i>Fri.</i>
Olive Branch, 31.....	<i>Wed.</i>		

## 132 Bowery.

Oregon, 178.....	<i>Mon.</i>	Columbia, 1.....	<i>Thurs.</i>
Hermitage, 165.....	<i>Tues.</i>	Beacon, 228.....	<i>Fri.</i>
Independence, 158.....	<i>Wed.</i>		

## 187 Bowery.

Diamond, 140.....	<i>Mon.</i>	Croton, 78.....	<i>Wed.</i>
German Oak, 82.....	<i>Tues.</i>	Covenant, 35.....	<i>Thurs.</i>

## Military Hall—Bowery.

Stranger's Refuge, 4.....	<i>Mon.</i>	Fountain City, 15.....	<i>Wed.</i>
Island City, 331.....	<i>Tues.</i>	Alleghania, 183.....	<i>Thurs.</i>

## Hester-st., corner Bowery.

Pilgrim, 243.....	<i>Mon.</i>	Globe, 337.....	<i>Wed.</i>
Tradesmen's, 314.....	<i>Tues.</i>	Ocean, 321.....	<i>Thurs.</i>

## Forsyth-st., corner Broome.

Schiller, 129.....	<i>Tues.</i>	Warren, 253.....	<i>Thurs.</i>
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## Clinton-st., corner Grand.

Manhattan, 20.....	<i>Mon.</i>	Ark, 28.....	<i>Wed.</i>
Enterprise, 36.....	<i>Tues.</i>	Harmony, 44.....	<i>Thurs.</i>

## Hudson-st., corner Grove.

Greenwich, 40.....	<i>Mon.</i>	Meridian, 42.....	<i>Wed.</i>
Tompkins, 9.....	<i>Tues.</i>	Grove, 58.....	<i>Thurs.</i>

## 327 Bowery.

Jefferson, 46..... *Tues.* | Acorn, 237..... *Wed.*

## Hudson-st., corner Charles.

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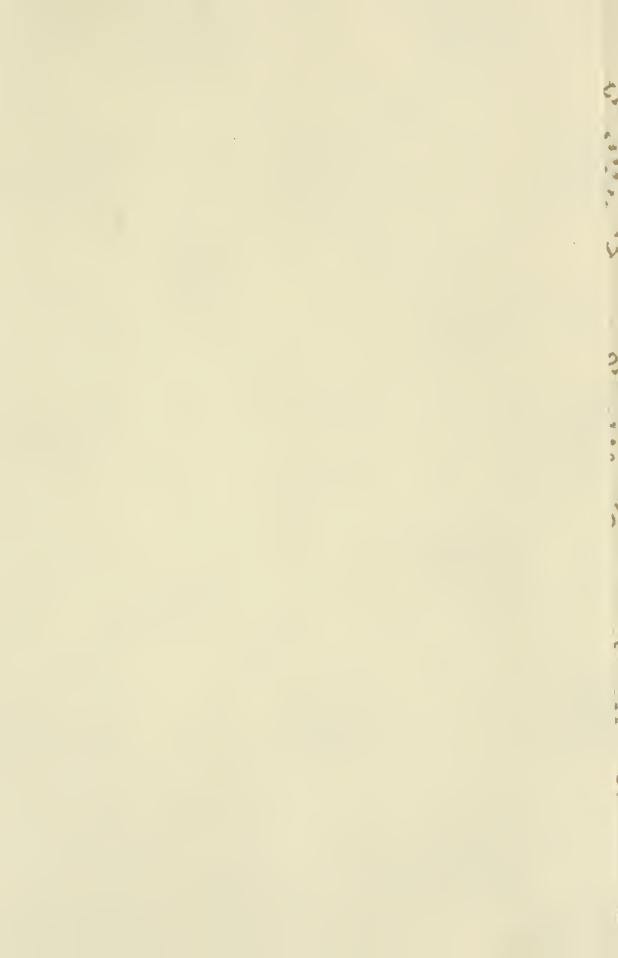


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